

# The War In Pictures

JUNE 1<sup>st</sup> ✓  
1918

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# Leslie's

*Illustrated Weekly Newspaper* ✓

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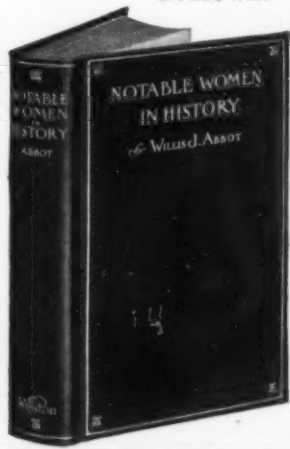
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# Is the motor car a "non-essential"?

By E. LE ROY PELLETIER

Let us see; what is the economic status of the motor vehicle? The motor car industry is third in volume in the United States—and that is to say in the world.

Steel first, railroads second, the motor car industry is third in volume.

Millions depend for employment and for sustenance on this and its allied industries.

Although of recent growth, the motor car industry has assumed such proportions that to stop, or even to retard seriously its operations, would be a calamity to those millions.

The motor car industry is so interwoven with the warp and woof of our industrial fabric, that you cannot pluck this out from among the rest without at the same time causing a rupture of the whole.

Imagine, if you can, what it would mean to tie up all—or half—the railroads.

Well, the automobile is next in importance.

The effect would be almost—if not quite—as great.

Close the automobile factories of Detroit and you'll help to close the furniture factories of Grand Rapids and Jamestown.

Slack down the automobile plants of Michigan and you'll make less shoes and clothing—for idle workmen and their families must wear the old ones till the job opens up again.

You'll sell less groceries—for the families of the idle must live on short rations.

When Uncle Sam needs the men in the automobile factories he'll take them.

Meantime, his best interests are served by letting them work, earn good wages—and subscribe for Liberty Bonds.

The motor car pays its way—gives more than it receives. Pays the highest wages—makes people progressive and liberal buyers of all things.

Why, some well meaning but misguided persons—self-appointed spokesmen for Uncle Sam—would class the motor car as a "non-essential."

And such persons assume to know, better than the man himself, whether he needs or can afford a motor car.

Yet we Americans claim to have an highly developed sense of humor.

We may have—but our sense of the ridiculous needs mending. According to the standards that call Motor Cars "Non-Essentials," the telephone is a useless toy; the phonograph a criminal waste of money; the piano a perversion of privilege; and the American woman with her sewing machine the pampered pet of a foolishly indulgent Lord and Master.

The threshing machine and the self-binder, not to mention the sulky plow, must be evidence of the degeneracy of the American farmer!

Fine philosophy that—false logic fit only for the use of the demagogue appealing for votes from the submerged tenth.

It will never get the workman's vote—for every honest, skilled American workman confidently expects some day to own a motor car.

And he will, too—God bless him. He's entitled to that—if he is an honest workman.

Have you stopped to consider what the motor car has accomplished?

It has been an incentive for road building, such as never before existed.

The roads have enhanced the value of all property especially in suburban and farming territory.

The combination of good roads and the motor vehicle—automobile and truck—results in quicker, more frequent delivery of farm produce to the centers of population—hence at a better price.

In the near future you'll see all short hauling—up to 100 miles—handled by motor truck lines.

It's quicker. The delays that now occur at stations and transfer points will be eliminated.

And farm produce will go direct from farm to consumer by truck express lines.

So, while the consumer may pay less, the producer will receive more.

Our Rural Free Delivery system must depend for its greater development on the motor car.

This again will bring the farm closer to the city.

No need to tell of the service of motor vehicles of all types in the great war.

Suffice it to say that had either side such equipment and the other none, this contest would have been settled long ago.

For transport of troops and supplies; for ambulances—what could have taken the place of the motor vehicles?

What saved Paris—what really won the battle of the Marne? Motor busses and taxicabs and "pleasure" cars.

What was the biggest single factor in reinforcing the Italian front? Motor transport.

And—after the war is over—many an industry would go on the rocks if, during the war, the motor car industry were crippled.

## Read the series

Are Your Economics On Straight?  
Are You Practicing False Patriotism?  
Inevitable—a Shortage of Motor Cars in 1918  
Is the Motor Car a "Non-Essential"?

The Farmer Owes Much to the Motor Vehicle  
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War Always Brings Prosperity  
During the War—and After



MAY 31 1918

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NEW YORK, JUNE 1, 1918

VOLUME CXXVI NUMBER 3273

## The Generalissimo



*Henri Demay, from Kiriland*

Ferdinand Foch, brilliant strategist, unconquerable fighter, confidence-inspiring leader, if given life and health, will, in the opinion of military experts, in the next few months write his name in history along with those of the half-dozen

super-soldiers of all time. As Supreme Commander of the Allied Forces, the opportunity is his to crush the German war machine and bring to the world the victorious peace all Free Men strive to win from the despotic Hun.

# Leslie's

*Illustrated Weekly Newspaper*

THE OLDEST ILLUSTRATED WEEKLY  
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CXXVI SATURDAY, JUNE 1, 1918 No. 3273

"Stand by the Flag: In God We Trust"

## Our Highest Allegiance

By SENATOR LODGE of Massachusetts

WE all owe to the President of the United States, who is charged with terrible responsibilities, all the support we can give him. We shall vote the President all powers, all money, as we have in the past; but if the money is wasted and the war delayed, if the powers are ineffective in the hands to which they are intrusted, we should be traitors, indeed, if we sat silent and allowed the country to drift to disaster because we were afraid that somebody filled with the exuberant patriotism of recently acquired appointed office would call us treasonable.

## Good News for the Kaiser

WITHOUT warning, five thousand teamsters and truck chauffeurs decided at a secret meeting in Chicago to strike on the following day and paralyze the delivery of building material, coal, ice and all other freight. The strike followed, and teamsters who took the places of the strikers were shot and beaten.

All over the country in munition works, shipyards, factories, shops and on trolley lines, strikes are being declared, and state and federal officials are kept busy endeavoring to make satisfactory settlements.

In Washington contentions are heard over the condition of our armies, the quality of the equipment, the number of aircraft furnished, the cannons, rifles and machine-guns that are needed and not provided.

Our war revenue law has been found to be so crude and unworkable that experts have been called in to iron out the difficulties, and adjust as far as possible apparently irreconcilable differences.

The Federal Trade Commission is reaching out in every direction to lay its heavy hand upon industrial organizations, charging them with acting in violation of the law and in restraint of trade. This goes on while some of these corporations are working day and night to supply the war orders of the Government.

I. W. W. workers are busy spreading the seeds of anarchy and doing the dirty work that the Bolsheviks did in Russia.

A so-called non-partisan league is marshaling the farmers of the country into an organization which is assailed as unpatriotic.

Pacifists vie with soap-box orators in denouncing the Government and demanding the installation of Socialistic fads.

German intriguers exult over the news. How it must please the Kaiser!

Let the people think!

## The Passing of Bennett

THE death of James Gordon Bennett, of the New York *Herald*, marks the passing away of the last of a famous line of great publishers of New York. The *Tribune* that Greeley edited and that Whitelaw Reid developed still persists under the management of the younger Reid. The *Sun*, Mr.

Dana's creation, is now the pet property of Frank A. Munsey and a model of classic condensation both in its news and editorial departments. The *Times*, in the hands of Adolph Ochs, outrivals in choice advertising and circulation the palmiest days of Jones, and the thrifty *World*, with the younger Pulitzer in command, cultivates the proletariat even more successfully than the elder Pulitzer ever did.

So publishers may come and go, but the publications go on forever. The *Herald* has been so long controlled by the Bennett family that a lively interest is felt in its future. Its founder set the pace for all his contemporaries as a sensational news gatherer, but he also made a record for the accuracy of his foreign service and the profitable returns, to an enormous clientele of small advertisers, in the *Herald* classified departments. The *Herald* at three cents found it an uphill job to maintain its circulation against wide-awake contemporaries equally skillful and sensational in news gathering who vied with the *Herald* in their liberality of expenditures. With Scotch persistence, Mr. Bennett refused to reduce the price of the *Herald*, and it suffered accordingly. Yet so firmly had the foundations of its success been laid that its influence both at home and abroad was as strong as ever at the time of Mr. Bennett's death.

It is no secret that the great newspapers of New York, like those of all the other metropolitan cities, found it extremely difficult to maintain their financial footing after the war began when the cost of paper, materials and labor was almost doubled. It was difficult to bring all the publishers into agreement to increase the price of their papers to two cents a copy, but stern necessity finally compelled it and the increase was their salvation.

Journalism has been overdone in this country in every great city as well as in small communities. The publication business itself is overcrowded. The recent consolidation of two big dailies in Chicago, the discontinuance of thirteen hundred little publications throughout the country last year, the merging of the New York *Press* with the *Sun*, all justify the belief that the industry is congested, and that still other mergers are in the air.

## A Dangerous Experiment

IF the railroads are the nation's arteries, the press is the nation's voice. The patriotic contribution of the press of this country in floating Liberty Loans, booming the sale of War Savings Stamps, in supporting the Red Cross, the food and fuel conservation plans, and every other feature of the nation's war program is beyond financial computation. Without this support the Government would have been crippled in making war. In view of what the press has already done, is it just to cripple it now? In view of the patriotic service it may yet render, is it wise to handicap it in the future? Yet this is what will happen if the new law establishing increased rates on second-class matter and a costly and experimental zone system with a maximum rate ten times the present charge is allowed to go into effect on July 1.

In a totally different spirit has Canada approached the problem. Canada's former postage rate on publications was half a cent per pound while ours was one cent. Realizing the assistance the press gives in time of war, Canada has reduced the rate on newspapers and periodicals to a quarter of a cent a pound. This applies to the remotest section of the British Empire. Our new postal law would make the rates in the United States from 6 to 40 times the Canadian rate. The French Government, appreciating in a similar way the powerful assistance of the press, has even used public money to go abroad and purchase print paper and transport it to France to help the French press to continue, unembarrassed, its support of the Government. We submit that the Canadian and French methods are the best way to deal with the situation in time of war, and urge that this dangerous experiment with American publications be suspended for the period of the war.

President Wilson himself is on record as earnestly opposing the zone system of postage. And his Postmaster-General Burleson is stubbornly insistent on its adoption.

## The Plain Truth

GOOD! The strongest proof that President Wilson is eager to go to the bottom of the aircraft situation is his selection of former Justice Charles E. Hughes to assist the Attorney General in conducting the investigation. Mr. Hughes's memorable investigation of the insurance companies of New York State some years ago, when they were a power in political and financial circles, bore fruit in legislation that stands today as the best protection both to the policyholders and the companies. Able, incorruptible, patient and painstaking, Mr. Hughes will faithfully carry out the President's purpose and let no guilty man escape.

NEW YORK! If Republican leaders expect to carry the Federal election in 1920, they should see to it that they plan to carry the State of New York in 1918. The loss of New York this year might prove to be irreparable. The importance of the primary election on September 3rd must, therefore, be impressed upon every one. The decision of Attorney General Merton E. Lewis not to accept a renomination indicates that the old ticket in its entirety will not be named. As our Democratic contemporary, the *World*, says: "Mr. Lewis has not either shirked the tasks nor neglected the opportunities of his office." The work of the Attorney General in unearthing German intrigue has been of inestimable value. The splendid majority he received last fall is the best proof of Mr. Lewis's popularity throughout the State. His retirement takes from the ticket a much-needed element of strength. Seeking the nomination for the Governorship he is within his rights and the friends of Governor Whitman fully recognize that fact. Other candidates may enter the field and it would not be surprising if little should be left of the old ticket. It will do the Republican party no harm to have an open, fair and square contest at the coming State primary. There need be no reason for acrimony, ill-feeling, or anything that might interfere with party success. Everything that tends in that direction must be promptly discontinued. The national issue of 1920 is involved and that is of far greater importance than any State issue possibly can be. The task of the party leaders is to carry the State this fall and it will not be easy if the Democrats nominate a candidate of the popular type.

MCADOO! No one can blame public officials, particularly those who are burdened by the oppressive weight of grave responsibilities, for resenting any imputation on their fairness or their integrity. The statement has been circulated that when a well-known business man, in a patriotic spirit, tendered his services to the Government through Secretary of the Treasury McAdoo, the latter's first inquiry was, "Are you a Democrat?" which inquiry the caller promptly resented, with the statement that he put his patriotism ahead of his partisanship. A friend of Mr. McAdoo who heard this story wrote to ask him frankly if it were true. He received a vigorous reply in which the Secretary said: "You asked me if there is any foundation for this story. It is one of those wanton lies one so frequently encounters these days. There is not a shred of truth in it. I would like to see the man who told the story and I would like particularly to see the man who claims to have had any such experience with me." This is caustic, but characteristic and to the point. The public has keen appreciation of the burdensome weight of the responsibilities that have been placed upon Mr. McAdoo. That he seeks to perform them in a patriotic and unselfish spirit is evidenced by a comment which he made at Houston, Texas, during his recent visit there, after the chairman of the meeting had mentioned the Secretary in connection with the Presidential office. Secretary McAdoo said:

I would have infinite contempt for the man who in this great time sought to take advantage of any phase or aspect of this war to promote a personal ambition. I want nothing from my fellow countrymen except the opportunity to do this job with all my power and then go back to private life. I must have your confidence and the confidence of the American people if I am to do this job thoroughly, and if I have it, I want to keep it. I cannot keep it and I would not deserve to if I had any selfish purpose to serve.

These are manly words and they ring with the true spirit of patriotism.

If your copy of LESLIE'S reaches you late, remember that the Postal facilities are overtaxed and the mails are often days late. Please do not be too quick to make complaint. We are printing and mailing the paper on time. We cannot speed up the mails. When your paper reaches you read it carefully and then put a stamp on it and hand it to your postman, who will start it to the boys "Over There," who are always eager for good reading.



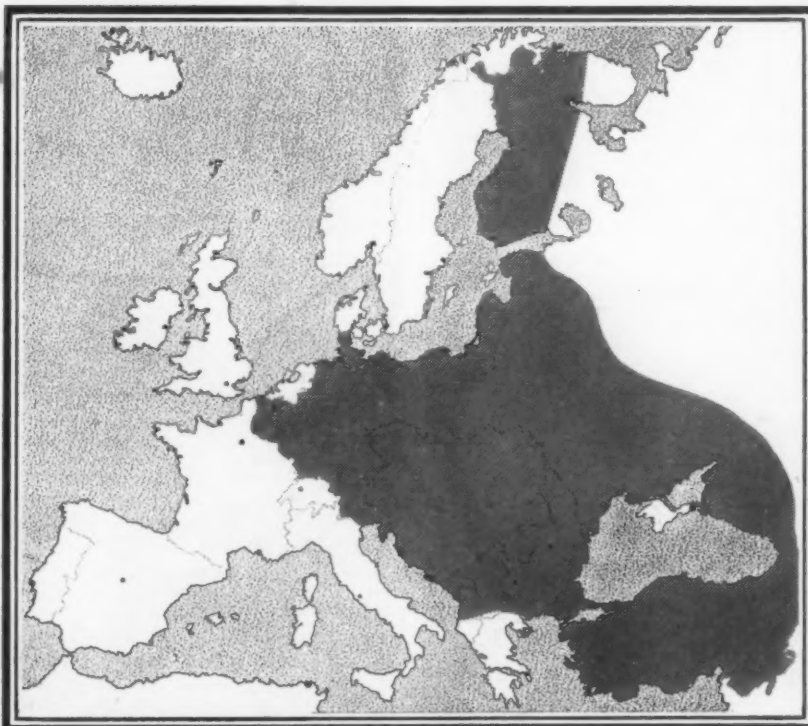
# A Week of the War

By HENRY FARRAND GRIFFIN

THE lull in the fighting on the western front afforded the Allies a good opportunity to form an accurate estimate of their present situation and future prospects. It was generally assumed that the halt in the German offensive was merely a period of preparation for renewed and perhaps even more furious attacks. But in the past couple of weeks it has become increasingly clear that the enemy sustained a severe defeat before Ypres and then there lost the opportunity for a final decision in 1918. The Allies have had time to recover from the shock following the unexpected success of the great German offensive in its earlier stages. General Foch has been able to organize the Allied resources under one unified command. The Allied reserves are concentrated at critical points and American reinforcements are pouring into France at a rate that no one believed possible a few weeks ago. Yet the Germans have so far committed themselves to the offensive that they cannot abandon it without confessing defeat. They set out to run the war, and so far they have won mere tactical successes that have consistently failed to develop into decisive strategic victories. We shall doubtless see further desperate fighting through this spring and summer. There may be gloomy days ahead. The Allies may have to yield further ground. But one thing it now seems safe to assume—whatever further success the enemy wins he will fail to separate and decisively defeat the French and British armies. That is all that really matters in the long look ahead. The Allies might lose Amiens, Ypres, the Channel ports, even Paris, but so long as the French and British armies present a united front to the enemy and America pours in her practically inexhaustible reserves—then the handwriting is on the wall for Germany.

## A Big Job Ahead for America

It is well, however, that we in the United States should realize clearly what this situation means. It means that the winning of the war is going to be put up to American armies. If the French and British armies bear the brunt of the German attacks through this spring, summer and fall, they will have done more than their share. Let us suppose, for example, that Germany is able to hold the initiative during most of 1918, but fails in her bid for a decision. What will be the situation that will then confront the Allies in 1919. Into any such consideration of military prospects there enter, of course, incalculable political factors. No one can foretell what the political situation in the Central Empires will be if the German offensive of 1918 ends in failure after the sacrifice of many hundreds of thousands of lives. After the history of the past five months talk of a possible



"Middle Europe" has grown to "Most of Europe." The shaded area on this map indicates the territory that is either under military occupation or the direct political control of Germany. It is a map to make Americans realize the seriousness of the work ahead to win the war which must be won.

German revolution seems idle enough. Yet the economic situation of the Central Empires is beyond question grave, and in Austria far worse than in Germany. The high hopes of food supplies from Russia have proved largely delusive, and the efforts to comb out conquered territories for food have already resulted in violent resistance and threatened revolt. On the map Germany's

conquests look vastly impressive, but politically they are exceedingly precarious gains. It is better, however, to overestimate the enemy's strength than to underestimate it—the latter course has been the source of most of the Allies' disasters during the war. Let us assume, therefore, that the German government will be able to hold its own people, its vassal states and its conquered territories firmly in line for defensive warfare in 1919. Let us grant that by virtue of conquests in the east the Central Empires may be able to live through the winter of 1918 to 1919 and prevent food shortages developing into actual famine.

Let us figure that by 1919 the Germans will have lost the initiative, will be standing on the defensive in the west, and that a well-organized, well-equipped American army of well over a million fighting men will be ready to strike for victory.

## Middle Europe Has Become Most-of-Europe

The American people and the American armies will then be facing the biggest job in American history. Look at the map on this page. The Pan-German's wildest dreams of a Prussianized Middle Europe have been surpassed by the reality. The territory now under Germany's direct political control or military occupation stretches from the Arctic Circle to Asia Minor, from northern France to within a few miles of Petrograd and far beyond Odessa and Sevastopol. The Baltic and Black Seas have become German lakes. The roll of vassal states and conquered nations includes Austria-Hungary, Bulgaria, Turkey, Servia, Rumania, Finland, Poland, Ukraine, Livonia, Esthonia, Courland and an indefinite amount of other territory taken from Russia in violation of even the ignominious peace treaty signed at Brest-Litovsk. And the pitiful remnant of what was once the great Russian Empire lies prostrate to the east, utterly helpless, torn by internal dissension and economic chaos. Now all this Greater German Empire is being organized and consolidated by treaties, political, military and economic, that are virtually dictated from Berlin. On the face of it this looks like an impregnable position for Germany, but the appearance of strength is largely deceptive.

## Like Napoleon's Empire

At the first really decisive defeat of the German armies the Kaiser's newly won empire will fall like a house of cards—just as Napoleon's did. And to administer that decisive defeat to the German armies has now become the business of the American people. It will be a long, grim, hard job. The preparations we make in 1918 will be the deciding factors in 1919—will determine whether we can win in 1919 or must face other years of war.



The laughing, jolly boys of the British ship *Vindictive* which was badly shot up in the operations off Zeebrugge and later was filled with cement and sunk under heavy fire in the harbor of Ostend to block the entrance to the naval base used by German submarines.



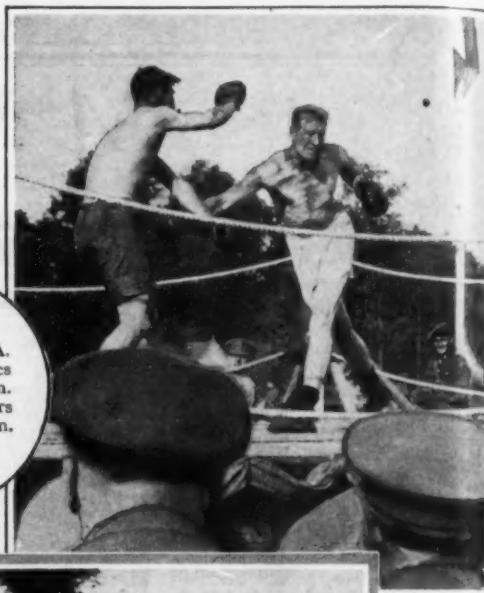
Two Young Men's Christian Association secretaries help a wounded brother back from the front.

## Glory and Praise for the Y.M.C.A

Photographs from the Y. M. C. A.



The Y. M. C. A. stimulates athletics among the men. Two famous boxers give an exhibition.



Boche and Canadian wounded receive hot coffee and biscuits at a Y. M. C. A. hut within a few hundred yards of the front lines. Like the Red Cross the Y. M. C. A. knows no enemies after the fortunes

of war have given German wounded as prisoners into its hands. The wounded Canadians have been tagged by the field surgeon who dressed their wounds. The Huns appear to desire to make friends.



Close behind the Red Cross follows the Y. M. C. A. The maple leaf of Canada blended with the famous red triangle has been hung over the door of this concrete gun-pit, abandoned by the Huns. It carries the message of home to many.



Foyer du Soldat the French call their huts corresponding to the Y. M. C. A. quarters. This house at a French-American camp is used by soldiers of both countries. Millions of veterans sing the praises of this relief work.

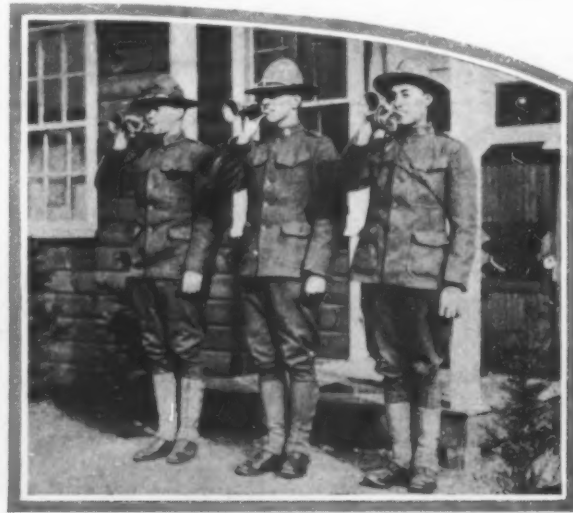




When a soldier loafs he dreams and when he dreams, a Y. M. C. A. fireplace helps him to dream better dreams.



He was a minister but he gave it up to get in the big game.



The church call for the Y. M. C. A. is blown by the same buglers that blow the calls from reveille to taps.



# Volunteers of the Scarlet Triangle



"IN the gloaming; in the glo-o-am-ing"—but an interrupting voice from the other side of the low-tide partition bawled: "Cut it out, this ain't the 'gloaming'—it's Sunday morn and darned early in the morning at that, because we have with us today an early-rising clock."

Voice from the garret: "Who's goin' to get the photographer up—he's probably got a grouch."

Voice from the photographer: "Who's got a grouch? Who's got a cigarette?"

It was the first time I had spent the night in a Y. M. C. A. hut, so it was the first time that I thoroughly realized the men in its ranks were just plain, fine fellows. Like many others, I had had a subconscious notion they were less virile than the boys who jab and thrust, that they were Chesterfields in disguise. At breakfast I found out that the censored singer had been a limousine minister of some note among the elite. He said:

"How could I run around to pink teas and preach to a lot of permanent pew holders when there is a war which needs us all?"

The secretary cut in with: "Remember, you can't 'go across' without the secretary's O. K. and if you don't cease your singing until after you have made up your bed in the morning, you won't get an O. K. from me."

This was at an aviation field—the spirit of the men with the red triangles on their sleeves is universal among the cantonments and camps.

Underneath the unruffled quiet of the average Red Triangle "tent" there is a strong current of activity which does not rise to the fly-casting of Mr. Casual. It is necessary to stick around, to have a heart-to-heart talk with the secretary of a plant in order to estimate the

*Fine Men and Fine Principles Guide the Work Done at Cantonments by the Y. M. C. A.*

By EDWIN RALPH ESTEP, Staff War Photographer



When winter's snow settled down on the Northern cantonments, the Y. M. C. A. had an especially "homey" allurements.

work being accomplished. The actual performances generally are greater than those of the same nature in a town of the population of a camp. Where is there a city of twenty-five thousand in which 1,665 grown people are attending French classes regularly?

The statistics below are from the records of one month at a Southern camp that is not at all exceptional—there are other Y. M. C. A. plants more elaborately outfitted. Yet, consider:

There were 160,915 attendances at the tents dur-

ing the month. That is an average of over five visits per man for the entire camp. The motion picture and other entertainments brought out 55,400, despite other shows at regimental exchanges and in the nearby cantonment town.

There were posted 177,003 letters and this figure does not include the letters written in the Y. M. C. A. huts but posted elsewhere. Grand letter writers, the Yankees—hope they keep it up in the trenches.

The Triangular physical director calls attention to the fact that 8,398 men engaged in athletic events under his direction and that there were 37,294 spectators.

Three thousand nine hundred seventy-four books were in circulation, including "The Deserter", by Richard Harding Davis.

When the secretary mentioned money orders, I balked.

"Money orders! What does a soldier want with a money order? I thought the paymaster took care of distributing his thirty per among his wife and the life insurance agents."

"Ah, but my dear sir, this is a rich army. We save it so much on baseball, theaters, motion pictures, church collections, booze and *jeune filles* that the men can afford to indulge their natural generosity. We issued 31,117 money orders during the month, and I suppose the down-town banks, post-office and telegraph companies, among them, did as much.

"And there were 30,015 attendances at our religious meetings. One thousand one hundred fifty-three signed the War Roll, which is our way of 'hitting the trail.' Also, 865 men came in for personal interviews about their intimate troubles. We don't make as much noise as Billy Sunday, but we are not overlooking God, even if we do carry cootie soap in our assortment of side lines."



Jackies leaving the Y. M. C. A. after a religious service. The Scarlet Equilateral's work at naval training camps is much the same as at the army cantonments, camps and aviation fields.



A lecture by a British officer on every-day life in the trenches packs the Y. M. C. A. at an officers' reserve training camp with attentive listeners eager to hear about the front.

# Holding Fast *on the* West Front



BRITISH OFFICIAL FROM UNDERWOOD AND UNDERWOOD

One of the most striking photographs of the great battle now in progress on the western front, showing French and British infantry in shallow, hastily-constructed rifle pits awaiting the approach of the Huns. The poilus and Tommies appear to have been consolidated under one commander at this point and the picture illustrates splendidly the spirit of cooperation which went so far toward checking the German advance in April. The machine gun men have made every preparation for the enemy and are on the alert for his appearance on the distant edge of the plain over which they have full range of fire. They themselves are under German shell fire. Note the determined expression.



FRANCE PICTORIAL SERVICE

A report that the American troops would not be used in the front line to help block the German drive until a complete American army is in the field was denied by the War Department which said our men would continue to be brigaded with the Allies wherever needed. American and French officers above are selecting a suitable line of defense.

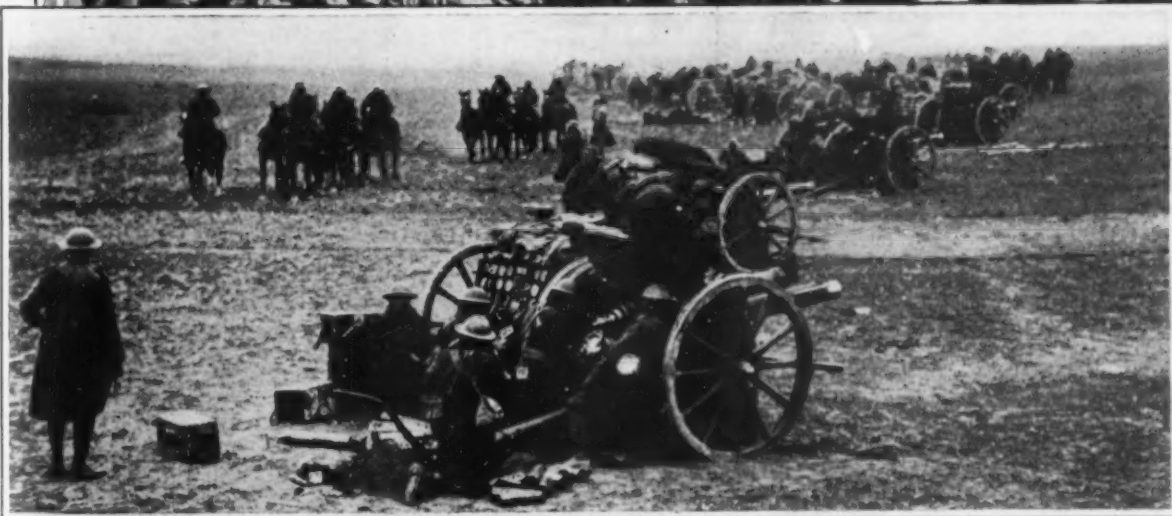


FR. NEW PICTORIAL SERVICE

French artillerymen are running to the anti-air-craft guns upon the approach of a Boche airplane. One soldier is pointing out the hostile plane.



# Tommy and Jacques Block Fritz



Talk about the rush-hour crowds on Park Row is hushed when one looks upon this vast army of men halted for a few moments' rest in a Flanders town while on their way to a new position. Along the road a steady stream of supply wagons and motors passes. These soldiers have been fighting almost constantly for days, yet they carry their full equipment and their shift in position has been carried out most promptly.

BRITISH OFFICIAL, FROM UNDERWOOD AND UNDERWOOD

No other branch of the British service has won more fame than the Royal Field Artillery. The long row of batteries is in a new supporting position ready for action. Caissons are close to the guns and the horses are being taken back from the line.

FRENCH OFFICIAL, FROM GENTON

This long line of British supply wagons is taking materials back from the exposed front to a new base for field distribution.



# Smashing One German Lie

By LUCIAN S. KIRTLAND, Staff Correspondent

I FEEL like the boy who crawled under the barn to find the setting hen and met a wildcat. This was the way of it. I journeyed to the American sector of the front to see the usual warming up of the training that has been the monotonous program for some eight months, and I suddenly found myself a spectator at the opening game for the American team in the biggest big league pennant race of history. True, an official communiqué had briefly hinted that our Yankees were being given a finishing polish to their education; they were being initiated into actual trench work in the very quiet area northwest of Toul, but the impression back of the front was that we were to be visitors in the French trenches rather than responsible occupants.

On the long train ride from Paris there was nothing new to be seen from the windows. It was another unmarked day of the war grind. The usual cinema of the landscape showed the German prisoners working in their green coats, the airplanes sailing easily above, and every variety of transport crawling and sticking in the mud below. There were plenty of Americans aboard, but there was no feeling evidenced that they were thinking that they were going back to anything different from their ceaseless schooling.

No graduation day had been announced from this schooling to which they were going back, and which I was on my way to see. Nothing new seemed imminent. Our train ran without lights and as the night came down the crowded train slowly emptied itself at the silent stations along the route. That night certainly gave the impression of being as tranquil as any dripping and foggy night could be, but it so happened that the Germans were not all tucked soundly sleeping in their little dugouts. In the early morning they launched a gas attack of phosgene and chlorine which the Teuton professors of chemistry had provided as their share in the cultural conquest of the world.

What was the importance of this attack? It was not the first introduction to death that American soldiers have faced in France. It was not, in fact, a major operation at all, and certainly it was not to be compared in casualty importance to that first gas attack launched against the Canadians before the gas-mask was invented. This was the significance, a rather grim and solemn significance: the Americans for the first time, under their own responsibility, were defending their own area of trenches. They were not visitors in French or British trenches. It was a U. S. A. sector. The first homestead brush was on.

Back in America there can be little idea of just what this meant to the men. We have been proud of the boys whom we sent to France. We had faith that they would give a good account of themselves. But depressing things have happened over here, three thousand miles away, which haven't been dreamed of at home. There have been problems to face so tough that the only thing to do was to try to keep the best foot foremost, to say nothing, and to trust to the future for vindication.

In the first place, while the enthusiasm of the welcome given our troops when they landed on the soil of France was an inspiring sentiment in the alliance of the two great republics, it had another side. To put it frankly, it was just as impossible for the French nation to sustain the ecstasy of that pitch of enthusiasm as it is



Holding the lines. Second-line trenches with men not on watch sleeping vigorously in the first spring sunshine. Spring has no warmer admirers than the men in the trenches.

for any individual to keep constantly on the heights. This has nothing to do with sincerity. Our welcome by the French people has never worn away, but they quite naturally have become used to seeing the American uniform. The novelty has subsided. Looking backward one can see it would have been wiser if we had laid more stress on the known fact that it would be a year before we really could

*Continued on page 773*



The joy of the communication trench. Mr. Kirtland writes: "This was the beginning of the mud which was often over my knees. There was considerable gas in these trenches and I got my nose burnt by the mustard."

The nearest spot to the German lines on one section. The Hun trenches are beyond the spiked entanglements. "Here we threw over some hand grenades," writes Mr. Kirtland.



# When *the* Hun Struck at Paris

Photographs by  
LUCIAN S. KIRTLAND



All France is in a hurry and the poilu, who is responsible for his own kit, sees to it that this not light responsibility is not overlooked. These men are on the high road to the front.



A veteran from Verdun, who, with a smile on his face, sticks his pipe between his teeth for the job of stopping the Boche.

While France and all friends in that brave country felt every confidence that the line would hold when the Kaiser threw his millions against it, every precaution was taken to safeguard the civil population and to call all available troops into active service. Above is a truck with American "huskies" off for the Picardy front.



Refugee children, many in charge of nuns, poured into Paris in March and April in vast numbers daily when the Hun threatened to break the line in the north. The American Red Cross and other organizations were strained to the utmost to provide proper accommodations.



American engineer corps men hurrying away to the battle. This group was about to entrain but stood in line for its picture.

# Norman Hapgood's Page

On this page Mr. Hapgood presents bi-weekly his views of public events, public men and social and political tendencies of the times. Quite often Mr. Hapgood's opinions



may differ widely from those of the editor of Leslie's, so by mutual consent he and the editor of Leslie's "disclaim all responsibility" for each other's expression of opinion.

## American Bolshevism

HOW are we to prevent Bolshevism from getting started in America? By wise action, not by putting our heads in the sand. A man who has come out of Russia, and who has large business associations there, has given fully, in a private letter to a friend, his views on the Bolsheviks. The warning that this banker throws out about the situation in America is the more significant, since he is hostile to the Bolsheviks, and specifically objects to the leaning toward them shown by many Americans who have been recently in Russia. Although the writer of this letter detests the Bolsheviks, he recognizes that the only way to block their growth is to take steps that will give the agitators nothing effective to agitate about. The Bolsheviks are fighting for *equal wealth and position*, which are impossible under any efficient system that we can conceive. The remedy for this agitation is a method of control so just that there will be almost universal interest in maintaining the system that gives it. The Russian Bolsheviks are acting in many ways absurdly. They are assuming that an untrained man can manage a great factory; a petty officer manage an army; highly trained scientists and physicians be deprived of their professional needs without damage to the state. Therefore they will fall in Russia, but possibly only after they have, by needless damage, brought back despotism by reaction. The writer of the letter thinks there will be in the United States a campaign of Russian propagandists, and he says: "If our large middle class, who represent the real intelligence of America, do not begin a campaign for the most radical legislation in favor of the poorer classes, then we too may have the debauchery that is taking place in Russia. Let us start immediately with a sincere desire to improve the conditions of the working classes and check any such abnormal and false reform as Russia has promulgated." Overnight the fortunes of Russia disappeared. Great Britain understands government better than any other country, and that is why she is taking the most serious steps to keep the control of her government in the hands of sane and experienced people.

## Concentration

AN American official had just come back from Europe. His thoughts have always been much on political, economic, and social questions. The other day I put this question to him: "On your visit to the European fighting did any new truth come to you, or present a new aspect?" He reflected a moment. "I think what was borne in upon me most strongly," he replied, "was the value of concentration." He was thinking of the immense feats, believed impossible before the war, that have been accomplished both by our enemies and by our Allies, and of the interference with our own efficiency brought about by diversion of effort from the main task. Some of this diversion is due to partisanship; some is personal self-indulgence; some is in our habits and our institutions. The amount that our democracy is able to accomplish in this war will be directly proportionate to our ability to forget our ambitions, our antagonisms, our luxuries, and live for the task in hand.

## Population and Change

I ALSO said to my friend: "To what extent is the war likely to affect our institutions permanently?" Again he reflected: "To whom does this country belong?" he asked.

"Your question is the answer," I replied.

"Yes," he went on, "if it is true that this war is to save civilization, then it would seem that those who save it—who give themselves and all they have to save it—have a large right in the determination of the future."

Of course it is the whole mass, soldiers, laborers, farmers, business men of all grades, who have done the saving, with their fighting, their labor, their giving. No group of a few counts for much. This argument is taking clear shape in the minds of millions of British; a shape less clear in the minds of millions of French, since the French are not as politically minded as the British.

The official went on: "There is not much change

needed in our political institutions. Perhaps a nearer relation between the legislative committees and the departments might help. Of course it is economic changes people are thinking of. Personally I believe in just as little interference with individual freedom as is consistent with social welfare. The effort should always be to make the interference as slight as may be. But it depends on conditions. With ten men on a hundred-acre island there need be little subjection of the individual to the group. Put a thousand people on the same island, and there will have to be much more socialization." The United States has done less socialization than any of the other leading countries, and therefore has more to do. Her safety lies in doing it willingly. One of the effects of the war will be the greater familiarity of hundreds of thousands of Americans with western European ideals—with some knowledge of where they fall below ours and where they rise above them.

## An Angry Dame

A CERTAIN lady-reader is cross with me. She lives in Montana. She has written a long and rather petulant letter, in which she requests me, with all the sarcasm she can muster, to define patriotism. As what she is rioting against is an editorial in which I discussed one kind of patriotism, her request is less a desire than an assault. However, even in her fury she pleases me. If I lived in Columbus I should buy things at her store. She thinks I am a Laodicean. (It is not her word, but its meaning is elucidated in the 4th chapter of Revelations, 14, 15, and 16.) I tried to show that the President did not deserve all the bricks a certain ex-President is throwing at him, and the lady came back at me with the fact of the ex-President's four sons and the actual President's dearth of any children except girls. She also wishes to know whether I think I am as big a man as Asquith. The answer to that is easy, but I can't think of any way of making it funny. As to what constitutes patriotism, however, I shall take a full breath and start another paragraph.

## Patriotism

WHAT, then, is patriotism? Primarily it is the love of country, but I think its best meaning is love of what is noblest in our country. If love is true love it makes sacrifices gladly. It asks no reward. It requests only permission to serve—to do, and evermore to do, because of the love. Patriotism of this sort means willingness to work, or to pay, or to die, in war; and in peace it means the same: and to do these things with banners flying, or in the utmost obscurity. Too many people think it means only willingness to fight. For the soldier, and the potential soldier, it means that; for the parent it means giving up the son; for all of us just now it means living on as little as we can; for the politician it means giving up the luxury of partisanship and working with the man who is now President and commander-in-chief. Some criticism is wholesome, but the hammering criticism intended to undermine confidence is no more patriotism than if it were directed at General Foch.

## Interest in Foreign Affairs

IN his well-known book, *Justice in War-Time*, one of Professor Russell's recommendations for a better future applies forcibly to the United States—a greater interest in foreign affairs. In the past we have had comparatively little to do in Europe and Asia. Hereafter the fate of the world is one, and our share in its decisions cannot be evaded. At the moment we happen to have a President whose foreign policy expresses ably the most intelligent ideals of America; but it will not be always so. The only safety is that the people in all countries shall take a keen interest in foreign problems. As Mr. Russell puts it: "The first and most indispensable requisite, if this nation and others are not again to be led blindfolded into crime and disaster, is that everywhere men should learn to be interested in foreign affairs." This conclusion, in the last part of the book, follows an analysis of the Entente foreign policies of 1904-15 that nobody who intends to be informed can well afford to miss.

## The Western Drive

ALTHOUGH most guessing in this war has failed, the meaning of the present fighting seems moderately clear. Why did Germany choose the gamble of a western offensive, when she could have held back the entente in the west with her left hand while she cleaned up in Russia, drove the Allied forces out of Salonica, strengthened the Turks against England, and perhaps handed Italy another blow? As I see it the reasons are three:

1. The war was for a time a race against time by Austria and Russia—which would crumble first. Now it is another race against time: will Austria crumble before Germany can win an absolute victory? It is clear that Italy and France, to say nothing of England and America, can outlast Austria, so Germany was forced to decide for speed. Not improbably Austria may crack next winter.

2. There are rumblings in Germany itself, suppressed but dangerous, against the imperialism of the army leaders. They will increase enormously if this drive fails. The governing class fears the results after the war and knows that prolonging the war rapidly increases the danger of radical changes at home afterward.

3. Our soldiers are now going over in very large numbers, unchecked by submarines, and they will turn the scale if there is fighting in 1919. Indeed, under the new system of cooperation, they are counting seriously in 1918.

Hence the decision of the German General Staff to risk a gamble: Political and social considerations forbade it to follow the plan that from the strict military point of view would have been obviously the thing.

## What Is Religion?

IN LESLIE's for May 4th I spoke of voluntary poverty as the essence of religion. An intelligent reader objects. He says the essence of religion is belief in God. Belief in God leads to love of God, and love of God leads to love of man. Love of man leads to sharing of our goods and our efforts with those who need them. But the origin and the essence are belief in God. To this argument the best defense I can find for myself is in the epistle of James: "Be ye doers of the word and not hearers only . . . Pure religion and undefiled before our God and father is this, to visit the fatherless and widows in their affliction, and to keep oneself unspotted from the world." My expression was rapid and violent, but was it incorrect?

Did not James mean that the Christian religion can have no value unless it prefers the life of the spirit to gathering for ourselves material goods?

## The First Hoover

ALTHOUGH food control has never been for long successful, the attempt goes back through the centuries. There has always been the dream of less inequality in those things which all men need. As Shakespeare puts it, in *King Lear*:

"So distribution should undo excess,  
And each man have enough."

Indirectly, we have gone far on the road toward reasonable equality: it is the direct control that has not succeeded, whether in the Roman sumptuary laws or in such amusing efforts as the decree of April, 1550, in which the Privy Council of Scotland decided that the food shortage, threatening famine, came in part from "superfluous cheer," or in other words, too much gorging. The Council thereupon ordered that no archbishop, bishop, or earl should have more than eight dishes at dinner. Abbots could have only six.

Barons four.

Ordinary "substantial men" only three.

Not very severe, to be sure. Indeed, none of the efforts of the past compare in scope and seriousness with the steps in food conservation and distribution taken in this war by Germany, England, France, and now by the United States. The earliest effort that I know of, however, was as far as it went a most distinguished success. Joseph and Pharaoh took a fifth of the total grain supply and thereby averted famine. You can find all about it in Genesis 41: 33-35. The earliest food-controller was Joseph, and Pharaoh was his Wilson.



# Land Legs on a Seaman

Photographs by DONALD C. THOMPSON, Staff War Photographer, and F. M. METZGAR



Jaded appetites and tired nerves are not in the category of the seaman's ills.



He needs nothing to stimulate his appetite; even tough steak raises no complaint.



The seaman's meal, in the oval, is well rounded in proteins, carbohydrates and fats. It looks like a feast, but usually every man plays Oliver Twist after the first round. The Naval Training base at San Diego has it all

over similar bases elsewhere in the United States, for here, almost every day in the year, the sailors have an open-air mess. Thousands of loaves of bread are consumed each day and Hoover is lenient on the wheat.



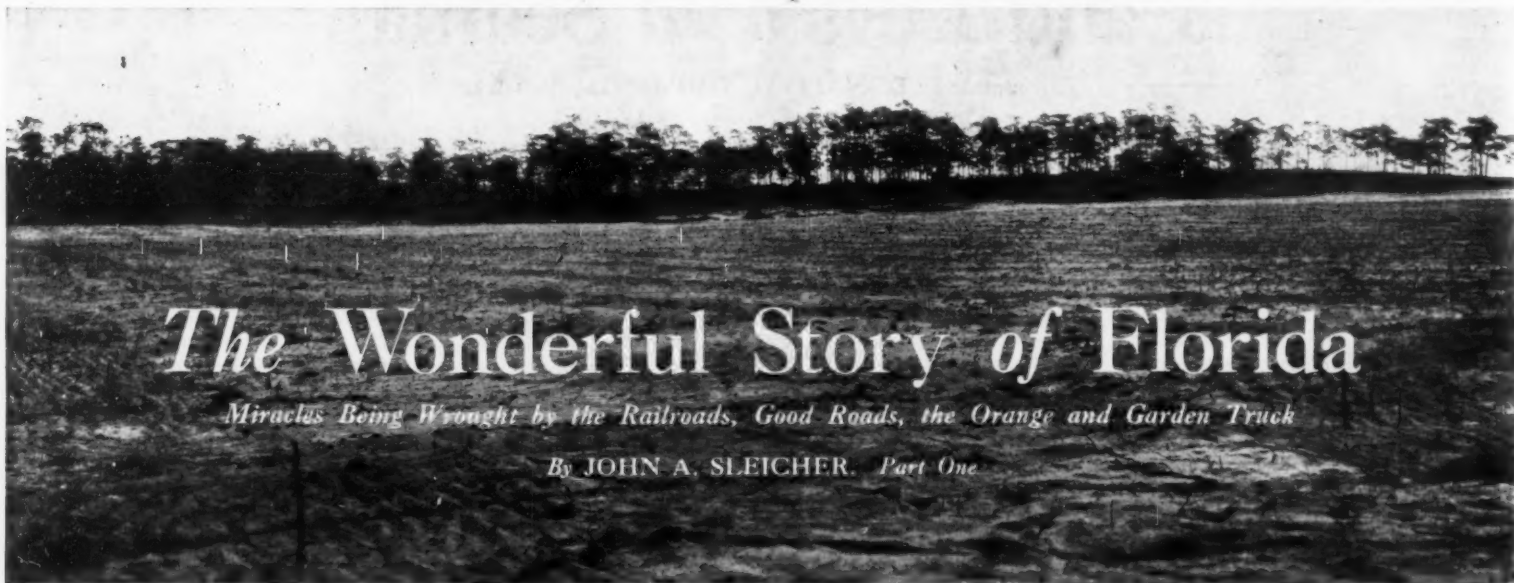
The pigeons that you and I fed and petted at the San Diego fair are all little patriots today, and do their part in entertaining the boys. Some of the men wear blue and some white uniforms; some ties, and others none, while many wear the loose trousers of the sailor, and others have the neat, tidy landing legging.



Bobbing for apples on Halloween is easy compared with locating an apple buried in flour. They are Hooverizing. It's only waste flour from the baking boards.



One round of camp life makes Jack a healthy specimen, and a vacation isn't needed by him. Row upon row of dry company streets is lined with these white tents.



# The Wonderful Story of Florida

*Miracles Being Wrought by the Railroads, Good Roads, the Orange and Garden Truck*

By JOHN A. SLEICHER. Part One

ON a recent trip to the sunny South I rediscovered Florida. It is a new State—the Florida of good roads, good railroads, superb hotels, attractive golf clubs, amazing truck farms, profitable orange and grapefruit groves, of balmy nights and sunny days.

Good roads are opening a new South to the tourist and the Northerner seeking a haven of warmth and comfort in snowy winter. Never before have so many motorists been touring the South as during the past winter. Give due credit to the famous Dixie Highway. I am for Dixie all the time and for the new progressive Dixie, rich and inviting and always hospitable to the stranger.

The Dixie Highway down the East Coast has had the preference for motorists because it has become so well known. It has opened the eyes of the tourist. Florida knows it and is now spending more money *per capita* for good roads than any other State in the Union. Good roads are proving the most profitable investment the South has ever made. I am told that Florida is now pledged to build "the West Florida Highway" extending from Tallahassee, the capital, to the boundary line between Florida and Alabama on the west, and that it also proposes to follow up the old "Spanish Trail" movement of Alabama and continue the trail through Florida, along the Gulf Coast, to Tampa, where De Soto landed on his journey to the Mississippi.

This trail will cross the State to connect with the Dixie Highway at Miami, and proceed up to Jacksonville

The timber land at the top shows the character of the undeveloped pine woods. Beneath, the land is shown after it has been cleared, the soil ploughed and fertilized and the young trees planted in long symmetrical rows.

and thence west again to Tallahassee, thus constituting a belt highway around Florida. It is hoped to continue it on to the Pacific Coast—and this is no idle dream. Florida claims to lead the South in good road-building. It has practically assured the success of its Dixie Highway project across the northern tier of counties and expects soon to have a well-paved roadway from Tampa Bay to Mobile Bay. What an attraction for the winter tourist! And this is not all. Managing Editor Bentley, of the Tampa *Tribune*, a former New York *Sun* man, tells me that one can travel by water across the State, and that from Leesburg, by lake and river, one can reach Jacksonville. The time is coming when the motor boat will be as popular in Florida as the motor car.

The late Henry M. Flagler was a man of courage as well as of vision, when he projected and built, with his own money, the Florida East Coast Railroad. He lived to see his vision materialize. His railroad and his chain of magnificent hotels put Florida on the map. Witness the wonderful expansion of winter tourist travel to Florida since the East Coast was opened on a scale of magnificence that seemed unwarranted. And now a Flagler system hotel, to cost a quarter of a million, the latest of the group, is about to be built at Key West, the terminus of the railroad, except for the ferry of ninety

miles across to Havana. The coast line of Florida extends for over 1500 miles and is dotted with winter resorts.

I was among Mr. Flagler's guests when he opened the Royal Poinciana at Palm Beach. The hotel looked overbuilt though it was then scarcely half the size of the present structure. On the opening day, a fearful "norther" blew in, hurling in every direction the timber and scaffolds still remaining about the grounds. It seemed an inauspicious sign, but Mr. Flagler smiled and believed—and won. I wish he might have been spared to see the Florida of today—not only along the East Coast with the line of prosperous cities extending from Jacksonville down to Key West, and its orange groves and truck gardens, its flowers and fruits—but also the wonderful development of the West Coast, and now, at last, of the interior or highland lake region.

We all know of the growth of Jacksonville, Tampa, Pensacola, Key West and Miami—the five largest cities in the State, but how many have heard of Lakeland and Orlando, and all the other cities that have shown such remarkable development during the past few years while the railroads have been making Florida all over again? Give the railroads credit. Without them, the State would still be the neglected Peninsula of the United States, despite Florida's unique and advantageous location between the Atlantic and the Gulf, like a giant finger over 100 miles wide extending into the semi-tropical zone, for 500 miles or more.

*Continued on page 766*



A young orange grove at Mountain Lake replacing the pine forest. The young trees are planted in rows from twenty to twenty-five feet apart. This grove is three

years old and will begin to bear within a year or two and at five years of age will begin to yield an income to the owner that will continue for a long period.

PHOTO BY ALEXANDER



# The Tiger in the Russian Tent



FRITS BILK

Having forced his head into the Russian tent, the Hun now makes himself at home, much to the discomfort of Ukrainians, Finns and other inhabitants of Russia. German engineers above are rebuilding a Ukraine bridge destroyed in the Russian retreat.



MOURNAULT

Brody, a small town on the Russian-Austrian frontier which the Russians held right up to the signing of the Ukraine peace, is now a part of Austria. Above are German troops, Russian soldiers and a part of the civil population accompanying a large party of Austrian prisoners which has just reached the town from the interior of Russia. By this time these men have probably been railroaded back into the service and are likely on the Italian front.



At the head of the procession at the right is a Cossack officer riding by the side of a German officer. At the sides are Russian, German and Austrian soldiers. The fraternizing of Russian and Hun soldiers appears to have been a one-sided love, for the Russian minister at Berlin now begs the German Government "to cease every kind of hostility as captures of our territory are causing great unrest among the masses."

MOURNAULT

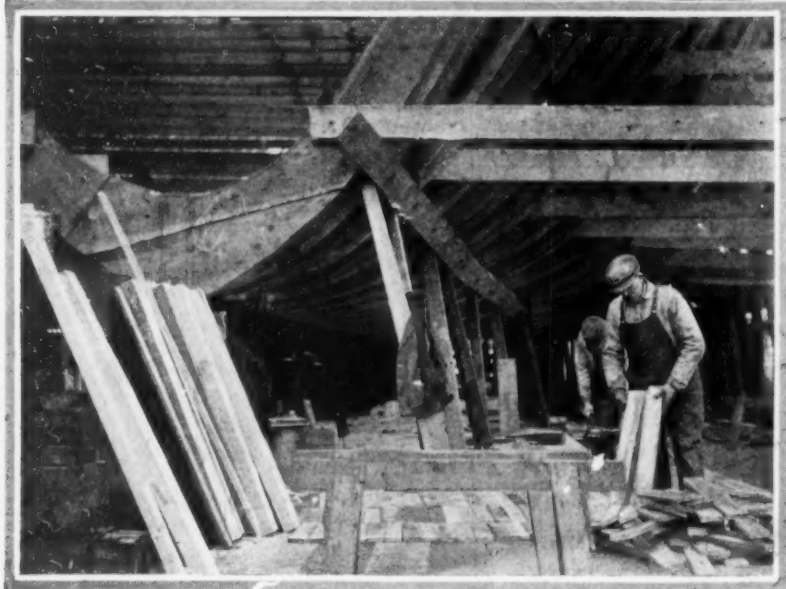
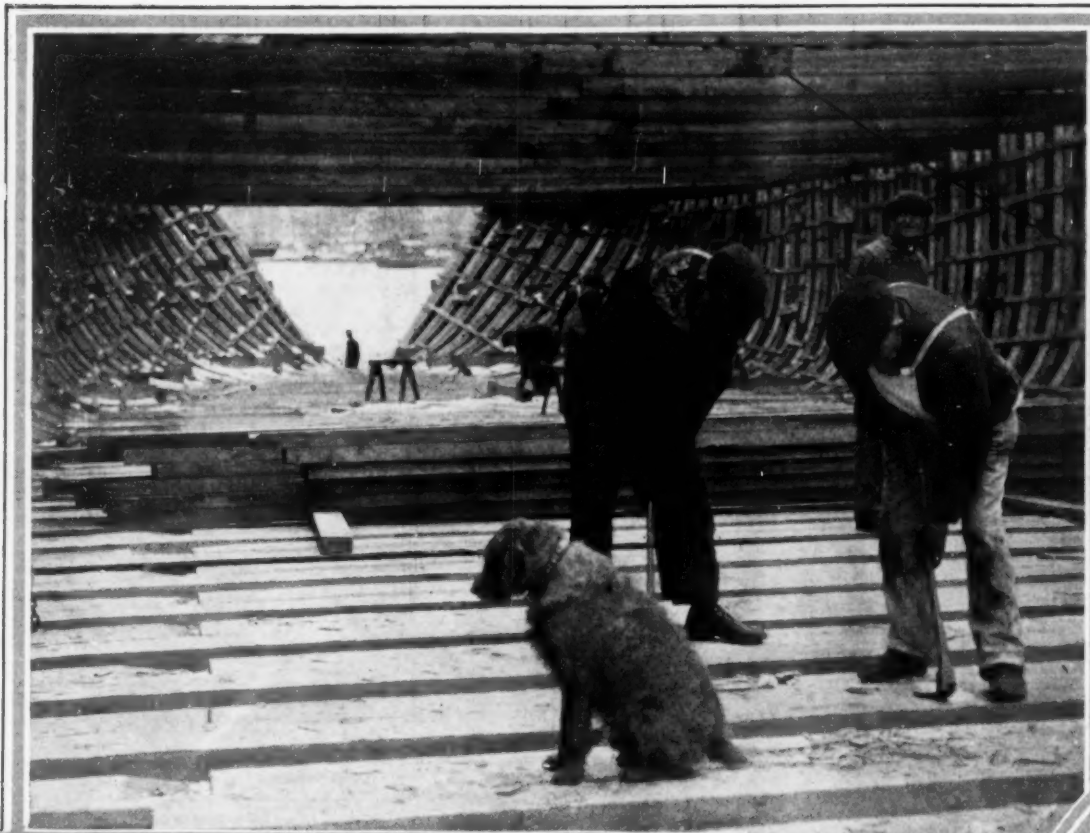
# Sturdy Wooden Shipsals

By EDWIN RALPH E., Staff

**T**ONNAGE is tonnage—ships is ships. The wooden shipyards are doing the bit even if their somewhat picturesque constructional operations do hark back to the days of the Ancient Mariner. They are launching vessels for the world's biggest navy, vessels that are needed, vessels that would not be floated if the judgment of the Emergency Fleet Corporation rested with a didactic comparison of steel and wooden shipbuilding.

We remember a time when there was a public argument over the desirability of wooden ships for our maritime marine. That argument long since has been swamped in the increasing strenuousness of our war and our preparations for its victorious conclusion. It has been definitely shown that the building of the one does not subtract from the building of the other and that the erection of many wooden ships is a valuable addition to our resources—not a retrograde movement in engineering.

On the Pacific coast and at Southern ports where suitable timber is conveniently cut and milled, wooden steamships and wooden auxiliary sailing vessels are being turned out rapidly. In the East, there is not so much activity; the timber is too hard to obtain. The former districts



Did you ever hear of "dubbing?" Well, "dubbing" is taking a big adz and smoothing off the rough places with it. Ordinary carpenters and joiners can't do it—it takes a real ship-builder and a mongrel dog!



In our shipyards patriotism is not overlooked. The Shipping Board has adopted an appropriate red, white and blue yard flag.

Things in the ship-building field are humming now that the country feels an established policy, controlled by strong, far-seeing men of proved industrial success who have a free hand.

All of this lumber came up from the South or it came over-land from the Coast. It is a combination of yellow pine and fir. Spruce stays "home" for the benefit of Seattle shipbuilders.



When "she" slides off the ways she will be just sister. America again will be proud of her v



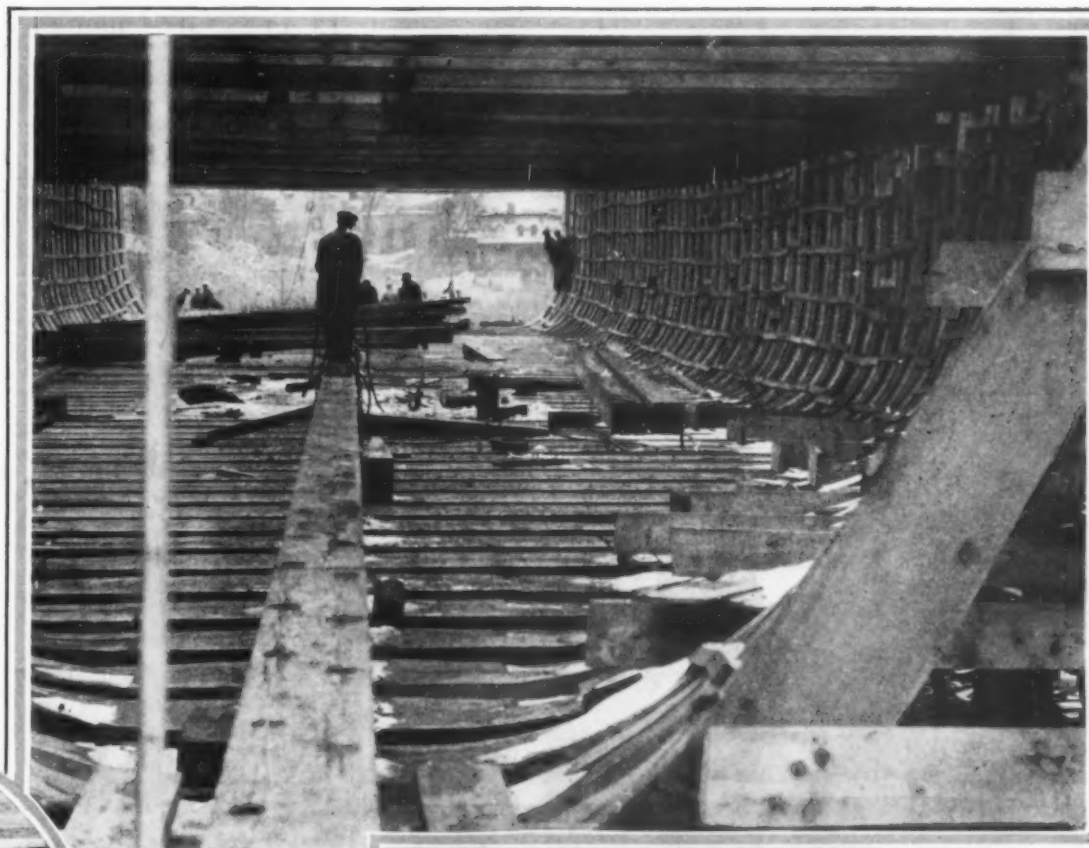
# psalso Serve Our Needs

PH E., Staff War Photographer

is ship are amply provided with immense forests  
oing the pine, fir and spruce, whence come plenty  
ictures of logs sufficiently large for ribs and keels.  
ack to New England, the local timber is not  
They are large enough for the erection of such ships.  
ggest subjects of smaller tonnage ships might be  
els the expeditiously erected on the New England  
nt of days, but most of the ships now being  
d with built in the East are made of logs imported  
wood from the West and South in order to answer  
the Government specifications.

as a pub For example, the piles of timber belonging  
y wood to the Kingston Shipbuilding Corporation all  
at arg come overland or by water to the yards. Then  
n the in come the men, and right in these fascinatingly  
and ough wooden shipyards arises the same cry  
nclusion or men that exists in the steel yards. Whether  
building be steel or wooden construction, shipbuild-  
building is hard work, calling for a particular type  
of man. Speed now is apparent in all ship-  
a to our yards. At Camden, N. J., recently, a steel ship  
nt in en as launched twenty-seven days after its keel  
as laid. On the Pacific Coast and in the

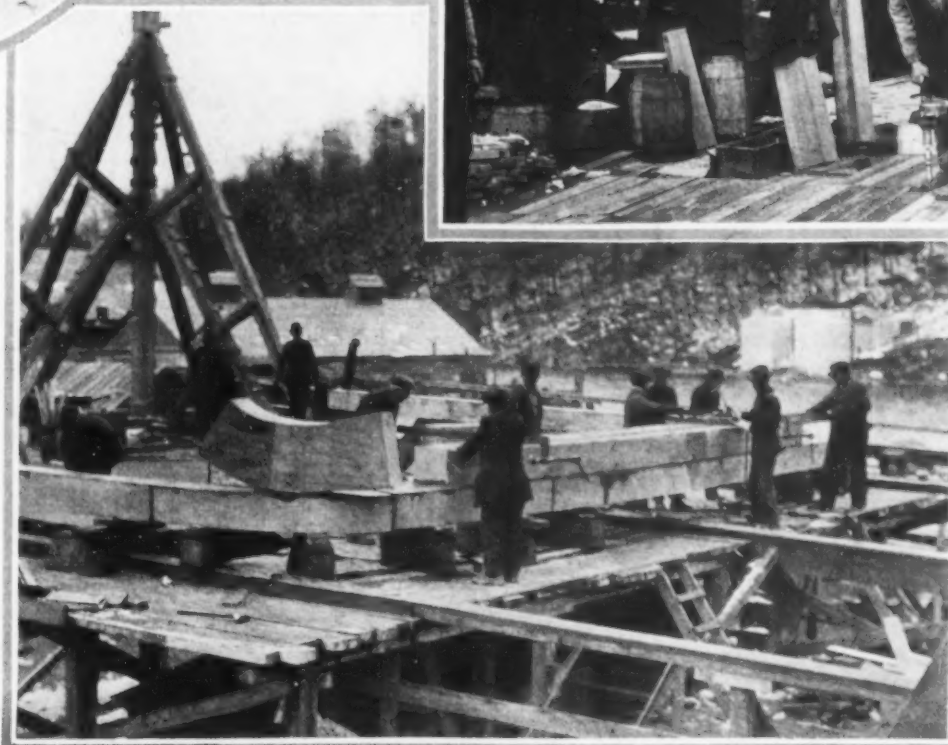
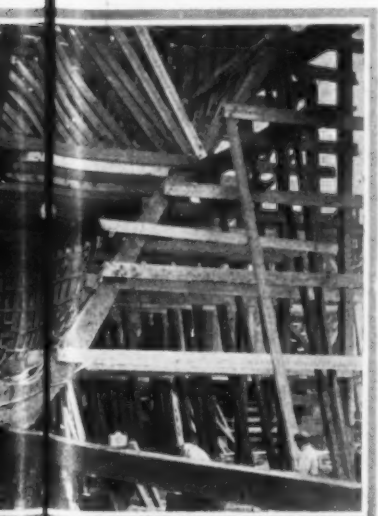
n ports outh the big wooden steamers are sliding  
cut and from the ways regularly. In the East both  
wooden and steel vessels have begun  
to move. The era of preparation is  
being superseded by the era of  
delivery. Our shipbuilding pro-  
gram is a success.



Wooden ships do not go up by a "process," as do steel ships. They go up rib by rib and there is a peculiar glory in the manifestation of these men who put all this timber together and make a ship out of it.



The men who know say this is the hardest work. To build wooden ships requires strong-backed men. Rough builders from rural districts always make good.



The man in this picture is teaching the other fellows how to do it. The others are "green hands." They must learn. So, an old-timer shows them how.

In order that the completed hull may have proper lines each beam is hand-hewed to certain dimensions and each is slightly different from its neighbor. The immense beams are hoisted into place as complete units.

will be just as sturdy a carrier as "her" steel  
and of her wooden ships and splendid sailors.

# The Roll of Honor



Private Reynold Neilson, of Pittsfield, Mass., 104th Infantry, killed in France while fighting Huns.



Private Edward J. O'Brien, of Springfield, Mass., also serving in the 104th Infantry, killed in action.



Lieutenant H. R. Knight, of Worcester, Mass., a member of the 104th who also lost his life in action.



Private Francis T. Gunther, of Springfield, Mass., killed in action with other members of the 104th.



Sergeant R. L. Boyce of Athol, Mass., 104th Infantry, who died of wounds sustained in battle.



Private Oscar A. Johnson, a Worcester, Mass., boy member of the illustrious 104th Infantry who succumbed to wounds.



Corporal J. L. Hendrickson, of Springfield, Mass., fell in action with others of Massachusetts' hard-pressed unit.



Lieutenant John J. Galvin, of Greenfield, Mass., who died with his men when the 104th was riddled by German gunfire.



Somewhere behind the lines lies the body of Frank S. Zott, of Chicopee, another gallant member of the 104th



Corporal Henry L. Damon, of Orange, Mass., who joined the lengthening honor roll of the 104th in a recent engagement.



Ensign Burdock of New York



Dr. Mary Lee Edward, Dr. Alice Gregory, Dr. Anna von Sholly, Dr. Olga Povisky



Stella Young of Chelsea, Mass.



Irene McIntyre



Gladys McIntyre

Heroines as well as heroes are emerging from the fighting on that part of the western front held by the Americans. During the battle of Seicheprey, the Salvation Army lassies especially distinguished themselves. With gas shells and bombs falling around them, they stuck to their posts at their canteen just back of the

trenches, serving hot coffee and giving cheering words to the American fighters coming out of the battle. The four doctors in the center group are all members of the Women's Overseas Hospitals, U. S. A. They have been working just back of the battle line for weeks and have been exposed to the same risks as army surgeons.



**Exception**—for *winter lubrication* of pleasure cars use Gargoyle Mobiloil "Arctic" for worm drive and Gargoyle Mobiloil "A" for bevel gear drive.

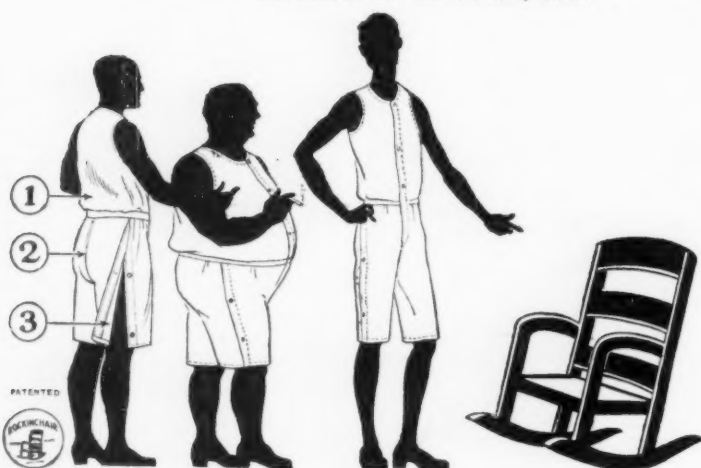
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come in threes." And so with Rockinchair Underwear.

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Dec. \$4.23					
W. S. S. WORTH \$5.00 JANUARY 1, 1923					

## The Wonderful Story of Florida

Continued from page 760

When the first railroad was built into Lakeland, farms that had been bought at \$2 an acre were cut up into building lots that sold at \$25 to \$50 each. Today they are bringing from \$450 to \$500—the same lots. And this is the story of all the other growing cities and towns in the State. In the new town of Lake Wales with 500 inhabitants, a friend told me of a building lot that he bought two years ago and for which he is now offered five times the purchase price.

Florida has the climate and the sunshine, but it had them before the railroads and good roads were built and nobody knew of them. The best evidence of the State's natural wealth is that the Florida East Coast, the Atlantic Coast Line and the Seaboard railways are all extending their spheres of influence. The State needs lateral connections from coast to gulf and is rapidly getting them by rail and highways, yet it had scarcely a highway worthy of the name "good road" when Mr. Flagler projected his railway along the east coast. Merchants at Tampa, St. Petersburg, Winter Haven, Orlando, Kissimmee, Sanford, Lakeland—everywhere I went this winter—spoke of the good business they had had this season. They attributed it to the rapid extension of good highways and the increasing number of motor tourists who are the visitors that spend the money.

The most interesting discovery in Florida this winter was that the State had highlands and that the region in the pine hills of the interior, dotted by hundreds of picturesque lakes, is attracting the tourist as never before. The visitor to Florence Villa, not far from Winter Haven, has pointed out to him a modest shaft marking a grave in a little enclosure. He is told that it is in memory of Dr. Inman who, while in search of health some 30 years ago, located in this beautiful highland lake region, built a modest home and planted an orange grove. His visiting friends were so pleased with the prospect that the doctor was compelled to build a small hotel to accommodate them and this developed into the present expansive villa with its many hundreds of guests every winter.

His orange grove, with a wealth of fruit every year, is a still better memorial of the man with a vision. And now this delightful region of lakes and pines and orange groves is dotted with prosperous communities, including Lakeland, where the old-timers pitch quoits all day long in the park, Winter Haven, Lake Wales, Haines City, Lake Hamilton, Orlando, Winter Park, Kissimmee, Sanford and many others. Here is the home of the orange and the grapefruit, for the water in the numerous lakes helps keep off the frost and the altitude is a favorable factor.

Motoring from St. Petersburg via Tampa and Lakeland, through this lake region, one observes thousands of orange groves, but there are vast stretches of untouched land, much of it very fertile.

The orange has brought the tourist into closer touch with Florida. He goes there from the frozen North just for a brief visit. He is so charmed with the sunshine and the fruit that he wants to enjoy more of them. So he covets a grove or a farm. He can be accommodated. Ten-acre or even five-acre orange groves can be had for cash or on the installment plan and the purchaser is relieved of all the care of taxes and maintenance. The seller will clear the land and plant the trees, and care for them for five years, when they begin to bear profitably. He will continue to care for them thereafter, on a profit-sharing basis. Truck farms and castor bean farms are also offered on similar terms.

I am very much interested in the literature of one of the railroads and its offer of "real farms" of from forty to one hundred and sixty acres of virgin land, in Florida, partly cleared and completely fenced, with

a five-room bungalow, barn, well, two pigs, a cow and a dozen chickens, so that the newcomer can at once proceed to make his living. A forty-acre farm with all the above "fixings" and ten acres cleared is offered at \$3,200, cash down, \$1,000 and \$733.35 annually for three years, with interest at 6 per cent. And the railroad sends a farm expert to advise the newcomer as to the best oranges, grapefruit or other crops to plant. No wonder Florida's farms are growing more numerous. Ten-acre orange groves, newly planted, are offered at from \$4,000 to \$7,500 cash or partial payment plan, depending upon location and fertility. The greater the assurance of freedom from a killing frost, and the greater the fertility of the soil and the more advantageous the location, the greater the value of the grove, for frost is the worst enemy of the citrus family. With oranges at \$6 a box at the orchard, the business looks unusually attractive, if the price can be maintained. I saw one seven-and-a-half-acre orchard that is said to have yielded the owner a clear profit this year of over \$10,000. One can sell his fruit on the tree or he can send it to a packer's, where the fruit will be cleaned, culled and assorted, packed and shipped to market. The growers, regardless of the Sherman law, form associations, run their own packing house, and dispose of the fruit, which is handled with much care. About four hundred boxes are shipped in a freight car and they are all packed with air spaces between the boxes and in such a way that they will not be jolted or jarred.

Florida produces 2,000,000 boxes of oranges and grapefruit in a year. In five years more it will double this output. Yet prices of oranges are at record figures and still rising. The shortage in sugar is said to be affecting the sale of grapefruit somewhat. When a grove will yield 400 boxes of oranges to the acre, it is easy to see what it will produce at \$6 a box, or even if prices decline to \$1 a box, an abnormally low price in any year.

But Florida is no longer only a citrus fruit and truck farm State. I have spoken of its enormous fish industry. It has also its phosphate, lumber and turpentine industries, and not far from Tampa I motored through a new town, Oldmar, where a motor-truck manufactory is being erected on an enormous tract of wild land rapidly being converted into fruit and garden culture. With wages lower than in the North and the cost of living proportionately lower in a warm climate requiring less fuel and clothing, the entire South is having an industrial awakening. Florida is proving, too, that it can raise live-stock on a profitable basis. I read with no little interest in the *Manufacturers' Record* that in fourteen months after the opening of the meat-packing plant of Armour & Company in Jacksonville, more than \$2,000,000 worth of live-stock was cleared through the Florida Live-Stock Exchange, including nearly 40,000 head of cattle, 45,000 hogs, 3,700 sheep and 172 horses and mules, and it is estimated that these figures will be doubled during the next twelve months. The Armours are helping to make Jacksonville a live-stock shipping center for all the territory in its vicinity, reaching out into the adjoining States. The future of Jacksonville is secure. Its growth has been phenomenal but has only begun.

Go South, young man! Don't let anybody fool himself with the idea that he can grow oranges anywhere in Florida. The orange needs a soil adapted to it. It thrives best not in the white sand you see under the pines, but in a yellow loam. The pines are cut or burned and the palmetto cleared away. Then the land is ploughed and harrowed at a cost of about \$25 per acre for clearing with colored labor at 18 cents an hour. Then five-year-old budded stock is planted. It comes

Continued on page 768



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## The Wonderful Story of Florida

Continued from page 766

from the nurseries carefully boxed and packed and looks like a sawed-off young tree about two or three inches in diameter. The acreage is first carefully plotted out in regular rows, with stakes twenty-five feet apart. A hole is dug and the orange tree is carefully laid in, at a depth of two or three feet. A basin is left about the tree into which a quantity of water is poured and then the soil is heaped up to the level, or higher, as circumstances may require. These young orange trees cost from 75 cents to \$2 each at the nursery and will begin to bear in four or five years, if they survive the frost, insects and gopher or land turtles that burrow around the roots.

An acre of mature bearing orange or grapefruit trees is expected to yield from \$1,000 to \$2,000 net to the owner in such high-priced times as these. I saw a grove of nine and a half acres near Lakeland for which an offer of \$20,000 had been refused. The owner, it was said, received over \$6,000 for his crops this year. At the Lake Highlands Country Club, Mr. Hallam told me he planted his orange groves in twenty-two rows of twenty-two trees, or four hundred and eighty-four to a ten-acre plot, using two-year-old budded trees that cost 75 cents each. He calculated that clearing the land and setting trees cost from \$25 to \$35 an acre, care and cultivation \$2 per acre per month, fertilizer for a ten-acre plot \$50 the first year, \$80 the second, \$110 the third and \$140 the fourth. He expected that the fourth year the growers might expect to harvest an average of two boxes of fruit per tree, with an increase of one box a year thereafter. Culls and dropped fruit, formerly thrown away, now find a market, the pulp being used for marmalade and the juice for bottling. I noticed advertisements in local papers offering 50 cents per 100 pounds for sound "drop and cull grapefruit." Signs in the packing houses notify growers that "every doubtful orange is a cull."

The orange tree is remarkable. The visitor is astonished to find blossoms on one branch of an orange tree and fully ripened fruit on another. Nature is a wonder-worker. She makes no mistakes. She can be neither fooled nor bribed. A grower tells me that an orange tree blossoms in February and in June. If in February the developed fruit shows less than the average yield, the tree puts forth additional blossoms in June and this counterbalances the loss, but if the fruit is fully up to the average, no blossoms appear in June. There is no more beautiful sight than a fine orange grove bearing fruit and blossoms concurrently. The appeal of the golden fruit is to the palate, of the snowy blossoms to the eye, and the fragrance to the sense of smell. One can well imagine an endless bridal procession amid a grove of orange blossoms with tuneful mocking birds forestalling the wedding march. Given the opportunity most of us would prefer to go to Florida to be married.

New York, Boston, Philadelphia and in fact all our largest cities get the benefit of Florida's semi-tropical climate. From Tampa to Jacksonville, citrus orchards and truck-farms innumerable can be seen, and their products are usually destined for New York as a center of distribution. The *Wall Street Journal* estimates that \$1,200,000 is spent for food on gay Broadway nightly and that it takes twenty-one trainloads to bring food to the ten million people clustered over a thirty-mile radius around New York Harbor. I have no doubt this is a fair estimate for I know that one of the most popular of the newest hotels in New York City took in over \$2,000,000 in its restaurants last year, and this is only one of many large hotels in the city.

New York's food supply used to be drawn from the States of New York, New Jersey and Pennsylvania. Now it comes from every State in the Union. Milk trains for New York's breakfast start out the

night before from as far north as the Canadian line and as far from any other direction as sweet milk can be carried without risk. What Florida is doing to supply the New York consumer may be inferred from the fact that two concerns at Key West from December 1st to February 20th last shipped four million pounds of fish—mostly kingfish, Spanish mackerel and red snappers—to northern markets. Over 50,000 pounds of crawfish—"Key West lobsters"—helped to meet the void during the period when lack of transportation embargoed the Boston lobster market. The *Tampa Tribune* prints "A daily report of the fruit and vegetable shipments from Florida." In one day, March 15th, this showed the following number of carloads: grapefruit 13, oranges 30, lettuce 16, tomatoes 16, celery 71, cabbage 57, and strawberries 4. It stated that these were shipped "via all rail from Jacksonville, High Springs and Hampton."

Is it surprising, considering present prices, that the tide of settlers is more and more turning southward, and especially to Florida, which ships over twenty million crates of garden truck and fruit to the North every year? At Bartow, I saw enormous truck farms, irrigated from overhead by a system of perforated pipes fed from a water tank. The rich, black muck of this region produces the finest cabbage, lettuce, strawberries, turnips, cauliflowers and radishes. At Sanford thousands of acres are in celery farms and the railroad station was filled with packages of celery for northern markets. At Tampa fine strawberries were twenty-five cents a quart and eggs from thirty-nine to forty-five cents a dozen. More clear Havana cigars are made and shipped from Tampa than from any other city in the world. I noticed that some—only a few—of the workers in the cigar factory I visited still moisten the end of the cigars in the making with their lips—a practice generally forbidden and decidedly unsanitary. Its half-Spanish atmosphere diverts the tourist. You see store signs in Spanish. You hear the neatly dressed school children chatter in Spanish. The trolley cars have mandatory signs: "Keep your feet off the seats and face forward when leaving car." Not so sententious as the New York admonition "Step lively!" "Watch your step!"

They do have curious signs in Florida. The Tampa merchants give public notice in the newspapers that, with "a view to conservation," they will insist on monthly cash settlements with all their customers and will report all delinquents. The *Lakeland Telegram*, a live little daily, has at its head this warning: "Boost! Remember that Satan stayed in Heaven until he began to knock his home town." In the Lakeland post office, this sign was conspicuously displayed: "Letters must be prepaid three cents, cards two cents, before they will be dispatched." Was this sign for tourists or for the natives?

Florida is strongly inclined to prohibition and in every community where public sentiment is in favor of the ban, no "bootlegging" or surreptitious selling of stimulants is permitted. This is in marked contrast with what I found in Maine and some other so-called prohibition states. But there was a time when Florida was very different. While I was at the Mountain Lake Club a gentleman from Boston received a letter from a Massachusetts friend still in business though over eighty years old. I am permitted to quote the following account of Florida's old-time conviviality. The letter says:

I am pleased to note you are having such a nice time in the South and that you have struck a new spot, Mountain Lake, which I never happened to hear of, but when I used to go South in the timber business we never went farther South than Jacksonville, although I did go over to St. Augustine once and thought it was a delightful place. That was before Mr. Plant or Mr. Flagler was prominent

(Continued on page 772)



# Live news or live Sammies— which do you prefer?

"Why must my boy's letters be censored? Why can't they let him tell me where he is and what he is doing? Surely a mother has a right to know such things. Besides, he is a loyal American and could be trusted."

It would be most unnatural if American parents did *not* feel that way. But they forget that in the end censorship is for the safety of the men themselves.

An American officer—and this is a true story—indiscreetly mentioned, in a letter home, the name of the French village where his regiment was billeted. This slipped by the censor and the letter was published in his local newspaper. Shortly afterward the Germans launched a particularly destructive raid against that town, which had not hitherto been attacked. The officer was a loyal American, as were the proud and happy home-folks who innocently

gave his letter to the loyal little newspaper. But good American lives were needlessly jeopardized.

Soldiers will die the victims of our carelessness before we fully learn this lesson—but we are learning fast.

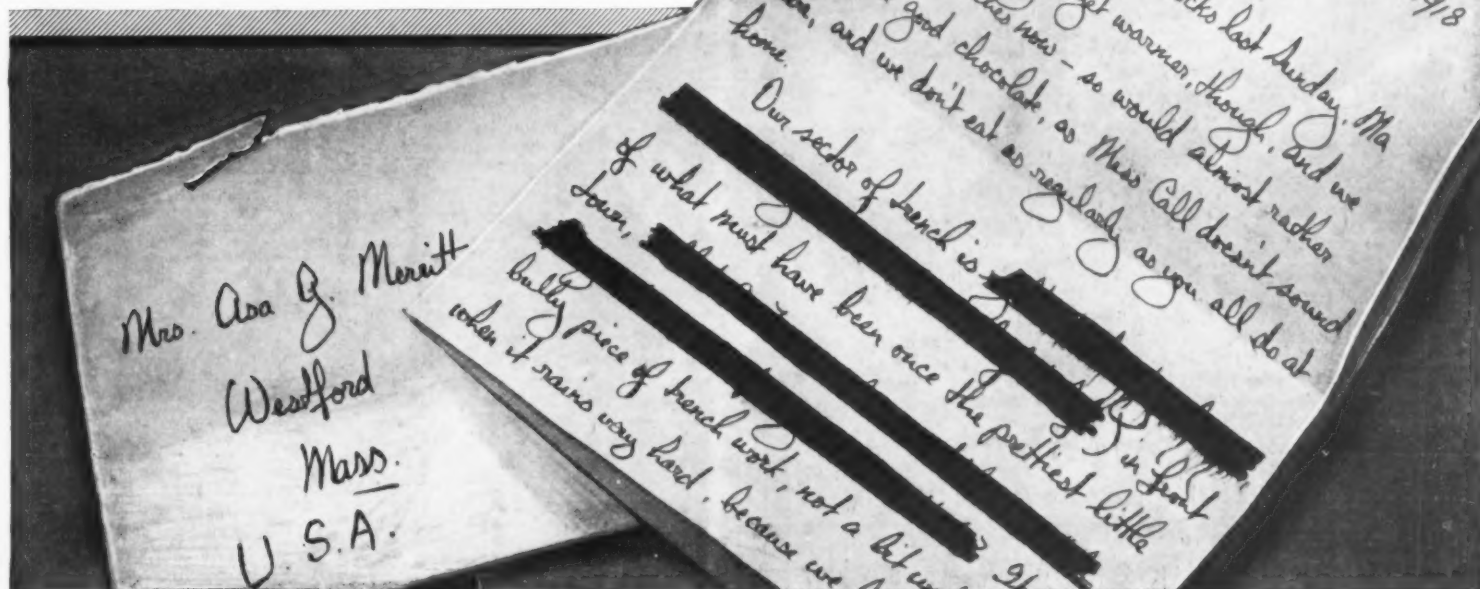
There is nothing mysterious about the German spy system. It is simply the quiet, ceaseless collection of fragments of fact—often individually harmless—by German agents everywhere. This material is patiently pieced together to make up that complete story of the number, location and quality of our soldiers without which no attack could hope to succeed.

The German studies the position, customs and even the mental state of our men as a hunter studies his game—and for the same purpose.

His object is to kill. It is not possible to prevent his getting some of this information, but he cannot get it all unless we help. The almost superstitious belief that he knows it all anyhow, is not well founded. Already he has to work hard for what he gets, and his task is daily becoming more difficult as Americans begin to open their eyes and shut their mouths. We must not *help* him to kill. Indiscreet statements are too easily translated into terms of death for American soldiers—perhaps your boy.

COMMITTEE ON PUBLIC INFORMATION  
WASHINGTON, D. C.

GEORGE CREEL, Chairman  
THE SECRETARY OF WAR  
THE SECRETARY OF STATE  
THE SECRETARY OF THE NAVY



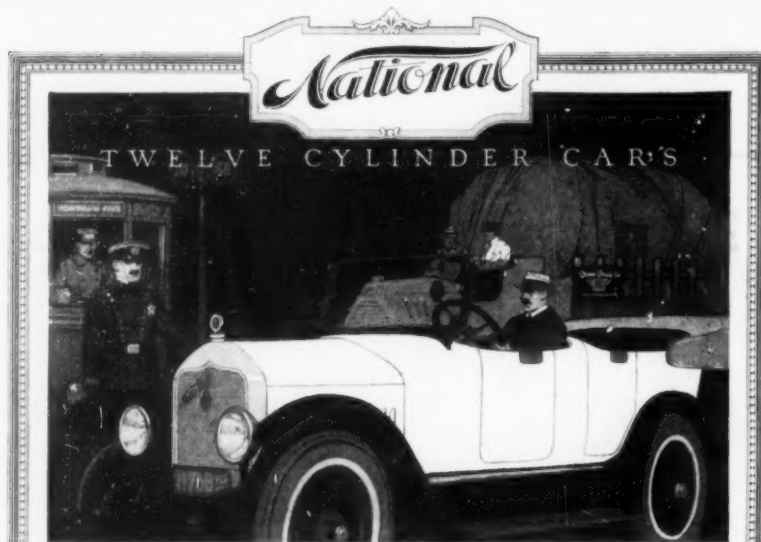
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United States Gov't Committee on Public Information

This space contributed for the Winning of the War by

The Publishers of Leslie's Weekly, New York, N. Y.



**P**RESENT day conditions have powerfully emphasized the value of National cars as a means of swift and economical transportation. National cars serve capably and without waste under all conditions, and are built to last long with the minimum amount of care.

NATIONAL MOTOR CAR & VEHICLE CORPORATION, INDIANAPOLIS  
Eighteenth Successful Year

National Dealers Now Offer Complete Range of Body Styles in Both  
*Six and Twelve Cylinder Models*

## Can Rust be Invisible?



GERMS. Seen through Microscope

Yes—to the naked eye—just as germs are. Did you ever see a germ except through a microscope?



RAZOR EDGE. Seen through Microscope

Not so long ago people didn't believe in germs—because germs couldn't be seen. Some men still think a razor edge doesn't rust—because the rust is invisible to the naked eye.

One look through a microscope establishes a firm belief in the existence of germs—and razor rust. The powerful lens reveals a razor edge as it really is—not smooth but composed of irregular saw-like teeth.

Moisture collects between these tiny teeth. It can't be wiped off easily. Rust forms. That's what dulls the edge so soon—makes the blade "pull" and hurts the face. Regular use of

## 3-in-One

*The High Quality Razor Oil*

absolutely prevents rust—makes self-shaving quicker, easier, far pleasanter. Do this before and after each shave: Moisten thumb and forefinger with a drop or two of 3-in-One Oil—then draw the blade between them. That's all. Simple, isn't it? But it makes a world of difference in the shave.

Also rub a few drops on your face before lathering. Softens the stiffest beard. Makes the razor slip over the face easier. Keeps the soap from burning. Also apply 3-in-One to razor straps. Keeps them soft and pliable.

3-in-One is sold at all good stores in 50c, 25c and 15c bottles; also in Handy Oil Cans, 25c. Get some today.

**FREE** If you prefer to try before you buy, write us and we will send you a generous sample of 3-in-One Oil and our razor Saver Circular—free.

THREE-IN-ONE OIL CO. 165CER. Broadway, New York



## The Melting-Pot

The German word for war tank is "Sturmpanzerkraftwagen."

A new ordinance in Chicago forbids the serving of liquor in cabarets.

The War Department at Washington has 9,000 women employees.

Bostonians are now on a strict ration allowance of six pounds of flour a month.

The first three months the government operated the railroads they lost \$100,000,000.

War contracts now being filled in Detroit amount to more than \$1,000,000,000.

It is reported that the war has wiped out many ancient German noble families.

Fifty per cent. of the subscriptions to the last Liberty Loan came in through women.

The inventor of copper-toed shoes, who recently died at Toronto, left an estate of \$800,000.

Buttons are to be used in place of chevrons in the United States Army to conserve cloth.

The Knights of Liberty has been formed in California to punish seditionists and stamp out disloyalty.

A Louisville, Ky., judge with a salary of \$5,000 refused re-election on account of the high cost of living.

A wealthy New Yorker who died recently willed \$1,000 and \$75 a month for the care of his pet dog.

The Y. M. C. A. triangular insignia puzzles the Italians. They confuse it with the Masonic emblem.

Charles M. Schwab says that the secret of his success may be summed up in two words "enthusiasm and rivalry."

The diet of the Japanese farmer or laborer costs 6 cents a day and is made up of rice, barley, fish and vegetables.

The American Red Cross is building an American village at the gates of Pisa, Italy, to accommodate 2,000 refugees.

If Congress insists on fixing the price of wheat at \$2.50 instead of \$2.20 a bushel, a loaf of bread will cost 1 cent more.

A long-term prisoner at Sing-Sing when released took with him a flock of homing pigeons, his prison companions for years.

Burglaries and robberies in Berlin average more than 300 a day, most of them committed by deserters from the army.

The Pullman Company is planning to hire college students on sleeping cars during the summer at \$75 to \$100 a month.

Child delinquency in this country is increasing, due to lessened restraint because fathers and elder brothers have gone to war.

Colonel Roosevelt has suggested the repeal of the anti-trust law, now that the Government itself has violated the spirit of the law.

Girl workers in German factories are getting \$1.20 in cash out of their wages weekly and are compelled to use the rest to buy war bonds.

Gas and electric light companies in New York have arranged insurance of \$50,000,000 to cover damages from possible bombardment.

The largest and fastest battle cruiser in the world is being built by the United States. It will have 180,000 horse-power and a speed of 35 knots.

The General Federation of Women's Clubs is urging that war mourning be banned and only a mourning badge of black with a gray star be worn.

A ten-year-old boy of Jonesboro, Ark., attired in khaki was found in Fulton, Ky., recently on his way to France to fight for Uncle Sam. His father took him home.

A twenty-four-year-old Egyptian living in New York was rejected by a recruiting officer because of an injury to his left little finger. He had the finger cut off and was accepted.

A patriotic New York youth when rejected by the recruiting officer tried to take his life and left a note saying: "I guess I'll see the Kaiser in Hell instead of taking a shot at him."

Let the people think!

## Special Opportunities

### PATENT ATTORNEYS

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**Wanted Ideas—Write for List of Inventions** wanted by manufacturers, and prices offered for inventions and list of Patent Buyers. Our four books sent free upon request. Victor J. Evans & Co., Patent Attys., 813 Ninth, Washington, D. C.

**Patents that Protect. Write Us for New Book.** "Patent Sense," worth more than all other patent books combined. Sent free. Lacey & Lacey, 157 Springer Bldg., Washington, D. C., Est. 1869.

**Wanted an Idea! Think of Some Simple thing to patent.** Protect your ideas, they may bring you wealth. Write for "Needed Inventions," Randolph & Co., Dept. 789, Washington, D. C.

**Patent Your Ideas. Manufacturers are** quickly buying patents obtained through us. Write for free book of 307 needed inventions. D. Swift & Co., 331 7th St., Washington, D. C.

### AGENTS WANTED

**Don't Wash Your Automobile.** Dri-Kleanit does the job without water. Wonderful demand. Big profits. Details free. Dri-Kleanit Co., Dept. 29, Cincinnati, O.

**Sell Insyde Tyres.** Inner Armor for old or new auto tires. Increase tire mileage. Prevent punctures and blowouts. Liberal profits. American Access Co., Dept. L-1, Cincinnati, O.

**Agents Wanted—to Advertise our Goods** by distributing free samples to consumer. 90 cents an hour. Write for full particulars. Thomas Mfg. Co., 540 North St., Dayton, O.

**Men and women agents do a patriotic** work; help save the food and earn from \$5.00 to \$25.00 a day. Write for particulars. State Metals Company, 30 Church Street, New York.

**Don't Scrape or Burn Carbon out of** automobile motors. Dissolve it with Carbogon. Tremendous demand. Big sales. Details free. Carbogon Co., Dept. 29, Cincinnati, O.

### HELP WANTED

**U. S. Government Wants Thousands of** clerks at Washington, immediately, for war preparatory work. \$100 month. Quick increase. Men—women 18 or over. 7-hour day. 30 days vacation. Easy clerical work. Common education sufficient. Your country needs you to help her now. Write immediately for free list of positions open. Franklin Institute, Dept. P-127, Rochester, N. Y.

**Men—Women Wanted for Government** war positions. Thousands needed immediately. Good salaries; permanent employment; liberal vacations; other advantages. We prepare you and you secure a position or we refund your money. Ask for booklet "QL" free to citizens. Washington Civil Service School, 2018 Marden Bldg., Wash., D. C.

**Government Positions Pay Big Money.** Get prepared for "exams" by former U. S. Civil Service Secretary-Examiner. Write today for free booklet 99. Arthur R. Patterson, Rochester, N. Y.

### SONG WRITERS

**Who will write the Song Hit of the War?** If you have an idea suitable for such a song write for Free Booklet "Songwriter's Manual & Guide." We compose poems, compose music, secure copyright and facilitate free publication or sale. Poems submitted, examined free. Knickerbocker Studios, 116 Galety Bldg., N. Y. C.

**Write the Words for a Song. We Write** music and assist in securing publisher's acceptance. Submit poems on war, love or any subject. Chester Music Co., 538 So. Dearborn St., Suite 204, Chicago.

### SALESMEN WANTED

**Salesmen—City or Traveling. Experience** unnecessary. Send for list of openings and full particulars. Prepare in spare time to earn the big salaries—\$2,500 to \$10,000 a year. Employment service rendered Members. Address nearest office. Dept. 132-G, Nat'l. Salesmen's Tr. Ass'n., Chicago—San Francisco—New York.

**Salesmen: Get Our Plan for Monogram-**ming Autos, traveling bags, sporting goods, etc., by a simple and neat transfer method. Very large profits. Motorists' Accessories Co., Mansfield, O.

### ADDING MACHINES

**Saves Time, Labor—costs less than the** average mistake. The Ray adds with speed and accuracy of highest priced machines. Also directly subtracts. Used by U. S. Government, International Harvester Co., B. & O. Ry., business and professional men everywhere. Complete for \$25.00. Handsome desk stand free. Send no money, but write for 20 day free trial. Ray Company, 2133 Candler Bldg., New York.

### COLLECTIONS

**"Red Streaks of Honesty Exist In** Everybody," and thereby collect \$200,000 yearly from honest debts all over the world. Write for the story of "Ben Hur and the Bill," free. Francis G. Luke, 5th floor, Con't Bank Bldg., Salt Lake City, U. S. A. "Some People Don't Like Us."

Continued on page 778



## Readers' Guide and Study Outline

Edited by DANIEL C. KNOWLTON, Ph.D.

NOTE. This issue presents the marked contrast existing between the struggle on the Western front and the situation in Russia and the East and thus emphasizes the problems which America faces. The American baptism of fire described by Mr. Kirtland on p. 756 is closely connected with the pictures on pp. 754-755 and 757. Two other important features are the pictures which describe the work being performed by the Y. M. C. A. both here and abroad. Then too there are the problems involved in the construction of wooden ships pictured on pp. 762-763.

**Holding Fast on the West Front, Tommy and Jacques Block! Fritz,** pp. 754-755. What important changes in the method of meeting the enemy do these pictures emphasize? What seems to be the character of the country over which these operations are taking place? Look up Flanders in an encyclopedia for a description, consulting at the same time a map. Are the conditions more favorable to the Germans or to the Allies? Within how short a distance of the enemy are these troops operating? By what means are they "holding fast"? By what means "blocking Fritz"? With what success? (See Week of the War, p. 751.) What arrangement of troops is being used? What is the advantage of this? Why are we particularly interested in it? Do these pictures indicate that it is a difficult problem to hold back the drive?

**Smashing One German Lie,** p. 756. How different are the conditions pictured here from those on pp. 754-755? How different is the task of our boys from that of the French and English elsewhere? What difficulties have our boys met with in their relations with the French? How have the Germans made it harder for them? What lie or lies have now been "smashed"? The number and variety of lies circulated by the Germans in this country are well illustrated in the pamphlet put out by the Committee on Public Information, *The Kaiser in America: One Hundred German Lies*.

**When the Hun Struck,** p. 757. What happened behind the lines when the drive was on? What part did America have in this? With what sort of equipment are these soldiers provided? How do the equipments differ, if at all? Make some inquiries as to the marching equipment of an American soldier. Compare this picture with the upper picture on p. 755 and indicate how much of a strain it is upon soldiers to be rushed to the front. What equipment do they need in this case and why? What are the problems involved in connection with this?

**The Generalissimo,** p. 749. Compare this picture of General Foch with the picture in the issue of April 20. (The latter was probably taken several months ago.) Do you note any marked differences? Look up the length of the line held by the Allies, the number of men under arms, etc., and point out the responsibilities resting upon his shoulders. (Enumerate other responsibilities resting upon him.) Compare Foch as to age and training with the other leaders on the Allied and German side. Why would not a younger man be better to entrust with such responsibility?

**The Tiger in the Russian Tent,** p. 761. What is there serious about the present situation on the Eastern front as shown by these pictures? What use are the Germans making of their position here? How far can these acts be justified? Look up the Ukraine and point out why the Huns are specially interested in it. What can the Germans do for the Ukrain-

ians and what can the Ukrainians do for them? Consult the map on p. 751 and compare it with the Middle Europe scheme. What differences do you note? Is Germany any nearer or is she farther from her goal? (Interesting reading in this connection is Cheradame's *Pan-German Plot Unmasked*, Scribner's, and the President's *Flag Day Address, Red, White and Blue Series*).

**Glory and Praise for the Y. M. C. A., Volunteers of the Scarlet Triangle,** Cover, pp. 752-753. What sort of work is the Y. M. C. A. doing at the front? at home? Is it as important here as it is "over there"? Why? How are they helping to win the war? How does their work differ from that of the Red Cross? What does the cover seem to indicate as an important part of their work? Can you justify the artist in selecting this? Mr. Whitehair of the Y. M. C. A. writes a fascinating account of the work abroad in *Out There* (Appleton). Another Y. M. C. A. representative describes the work being done in the Holy Land, Clark, *To Bagdad with the British* (Appleton). Read Mr. Strayer's article for the work here (p. 775).

**Sturdy Wooden Ships also Serve Our Needs,** pp. 762-763. Describe by means of these pictures the building of a wooden ship. What do the pictures suggest as to the ease or difficulty of securing competent men for work of this sort? Why build ships of wood? Will they be as useful after the war?

**Land Legs for a Seaman,** p. 759. Where is San Diego? Why are sailors being trained there? Where else are they being trained? How great is the need? What is the sort of training they are getting? How important a part will the American sailor have in the war? Look up the issue of May 4 in this connection.

**The Wonderful Story of Florida,** p. 760. What do we always associate with Florida? What does the picture suggest? How far are we justified? What product do you associate with your State? On a map follow Dr. Sleicher's trip about the State, noting interest attaching to each place. How does your State compare with Florida as to what it has done to develop its resources? How have these things been done in Florida? How far should they be done by private individuals and how far by the Government?

### Material Available for Use

For *Current History and European History* (excluding *American History*). Pictures, Cover, pp. 749, 752, 754-755, 757, 761. Articles, pp. 751, 758.

For *American History*. Pictures, Cover, pp. 753, 757, 759, 762-763. Articles, pp. 750, 751, 756, 758, 760, 775.

For *Economics and Industrial History*. Articles, pp. 756, 760.

For *Civics*. Pictures, Cover, pp. 752, 753, 759, 762-763. Articles, pp. 750, 756, 758.

For *Geography*. Article, p. 760.

# Earns \$30,000 A Year Because He Never Forgets

The story of two clerks in New York City who started together a few years ago, side by side, each earning \$12 a week

ONE had developed an accurate memory—the other was always forgetting. The man with the accurate memory proved himself invaluable to his employers. Facts and figures he had at his finger tips. He could always be counted on to do anything he was told because his employers found that he always remembered.

The other man was never sure of anything. He always "guessed" or "thought," but never seemed to know.

The man with the memory is now, a few years later, the head of a giant publishing enterprise with an interest in the business and a salary of \$30,000 a year.

The man who could never remember is a petty bill collector at a salary of approximately \$20 a week.

As the executive who employed these two men when they started in—and who knows them both well, says: "The success of one and the failure of the other are largely due to one's remarkable memory and the other's inability to remember."

And this is absolutely typical of thousands of cases—the men who are holding big executive jobs—the men who have charge of big affairs—the men whose judgments must be relied upon for momentous decisions involving thousands of dollars, are the men who have air tight memories. It is said that Judge Gary has one of the most marvelous memories of any man in America, and if you interviewed one big executive after another you would find one of the predominating characteristics a keen, dependable memory. There is no attribute of success more important.

### A Good Memory Is Not a Gift

A great many people have the idea that the ability to remember a large number of facts, figures and figures is a gift—that you have to come by it naturally. Nothing could be further from the truth. Any man, woman or child of average intelligence can easily and quickly acquire an infallible memory.

When Mr. Roth, the famous memory expert, first determined to cultivate his memory he did it because he had probably the poorest memory of any man he ever knew. He actually couldn't remember a man's name twenty seconds. He forgot so many things that he knew he couldn't succeed unless he did learn to remember.

Today there are over ten thousand people in the United States whom Mr. Roth has met at different times—most of them only once—whom he can instantly name and recall.

Mr. Roth can and has, hundreds of times at dinners and lectures asked fifty or sixty people to tell him their names and telephone numbers, and then, after turning his back while they changed seats, has picked each one out by name and told him his telephone number and business connection.

These are only a few of the scores of others equally "impossible" things that Mr. Roth can do—and yet a few years ago he couldn't remember a man's name twenty seconds.

**You Will Have Downright Fun While Learning** Mr. Roth's system which he has developed through years of study, and which he has taught in class to hundreds of business men and others throughout the country in person, is so easy that a twelve-year-old child can learn it, and it is more real fun than any game you play solely for pleasure.

Not only will you enjoy every moment you spend on the Course but so will your entire family—even small children can join in the fun. **A Better Memory in One Evening** You get results in the first few moments. Fifteen minutes after you start the first lesson you will see a decided difference in your power to remember. No other course in any subject has ever been devised that accomplishes such quick, tangible results. And a single evening spent on the first lesson will absolutely double your memory power—and may do even more just as it has for thousands of others.



THE Amazing Memory Feats of David M. Roth

DAVID M. ROTH The New York Tribune said: "David M. Roth gave a practical demonstration of memory at the lunch meeting of the Rotary Club at the Hotel McAlpin."

"Mr. Roth asked the men at any four tables to call out their names. This they did—32 of them. Then the speaker turned his back and they changed seats. Mr. Roth then proceeded to call each one by name and went through them without error. Other astonishing illustrations were given."

The Seattle Post-Intelligencer said: "Of the 150 members of the Seattle Rotary Club at a luncheon yesterday at only \$5—a lower figure than that Mr. Roth could do all claimed for him. Rotarians at the meeting had to pinch themselves to see whether they were awake or not."

"Mr. Roth started his exhibition by asking sixty of those present to introduce themselves by name to him. Then he went to them and requested a member at the blackboard to write down names of firms, sentences and mottoes on numbered squares, meanwhile sitting with his back to the writer and only learning the positions by oral report. After this he was asked by different Rotarians to tell what was written down in various specific squares, and gave the entire list without a mistake."

After finishing with this, Mr. Roth singled out and called by name the sixty men to whom he had been introduced earlier, who in the meantime had changed seats and admitted with others present.

Secure nation-wide distribution for the Roth Memory Mail Course in a single season the publishers have put this price has ever been sold for before and which contains the very same material in permanent form as is given in the personal \$1,000 Course.

And bear in mind—you don't have to pay even the small fee asked unless after a test in your own home you decide to keep it.

**Send No Money** Don't send a single penny. Merely filled out and mail the coupon. By return post, all charges prepaid, the complete Roth Memory Course will be sent to your home.

Study it one evening—more if you like—then if you feel that you can afford not to keep this great aid to your memory, return the Course to the publishers within five days and you will owe nothing.

If a better memory means only one-tenth as much to you as it has to thousands of other business men and women, mail the coupon today—NOW—but don't put it off and forget—as those who need the Course the very worst are apt to do. Send the coupon in or write a letter now before the low introductory price is withdrawn.

Just think what this will mean to you—to have twice as good a memory—to have a memory that will enable you instantly to see a new world of facts, figures, faces, addresses, phone numbers, selling points, data and all kinds of mental pictures with less than one hundredth of the effort you now spend in trying to remember without success.

The reason Mr. Roth can guarantee to double your memory in one evening is because he gives you the boiled down, crystallized secret right at the start—then how far you care to go in further multiplying your ability to remember will depend simply on how far you want to go—you can easily and quickly develop your memory to such an extent that you can do everything Mr. Roth can do. He makes the act of remembering an easy, natural, automatic process of the mind.

### You Need Never Forget Again

Thousands of sales have been lost because the salesman forgot some selling point that would have closed the order. Many men when they are called upon to speak, fail to put over their message or to make a good impression because they have been unable to remember just what they wanted to say. Many decisions involving thousands of dollars have been made unwisely because the man responsible didn't remember all the facts bearing on the situation, and thus used poor judgment. In fact, there is a day but that the average business man forgets to do from one to a dozen things that mean success or failure to his profits. There are no greater words in the English language descriptive of business inefficiency than the two little words, "I forgot."

After a few hours spent with Mr. Roth's Course the fear as well as the tragedy of forgetting will have passed forever. You will be fairly amazed and fascinated at the new sense of confidence and power that will be yours. Not only that, but you will have a sense of freedom that you never felt before. You will be forever freed of the memorandum pad, the notebook, and other artificial helps to which most of us are slaves.

**Try Before You Buy** So confident are the publishers, the Independent Corporation, of the remarkable value of the Roth Memory Course to every reader of this magazine that they want you to test out their system in your own home before you decide to buy. The Course must sell itself to you by actually increasing your memory before you obligate yourself to spend a penny.

### Only \$5 If You Keep It

Mr. Roth's fee for personal instruction to classes limited to fifty members, is \$1,000, but in order to secure nation-wide distribution for the Roth Memory Mail Course in a single season the publishers have put this price, which is lower than any course of its kind has ever been sold for before and which contains the very same material in permanent form as is given in the personal \$1,000 Course.

And bear in mind—you don't have to pay even the small fee asked unless after a test in your own home you decide to keep it.

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## What Ambition Did for One Man

By O. O. McINTYRE

DOWN below Fulton Street in a ramshackle before-the-war tenement house at the corner of Bridge and Broad Streets lives one of the most unusual men in New York—a man who without a college education raised himself from a newsboy to financial greatness.

The man is Henry L. Doherty, who began his career selling newspapers on the streets of Columbus, O., and who at the age of forty-seven is a multi-millionaire, owner of some 200 public utilities, the second largest producer of refinable oil in the world, a scientist and inventor, and the head of the Cities Service Company, a \$150,000,000 corporation which controls electric, gas, natural gas, water power, traction and oil properties in twenty-three states in the Union.

He employs more than 14,000 people. Mr. Doherty's life story is like the successful flight from riches to wealth of one of Horatio Alger's Ragged Dick fiction heroes.

He believes that opportunities for the young man are greater than they were a generation ago if the young man is willing to put his shoulder to the wheel and work. If the young man has reliability, push and training, Doherty believes that he can rise higher and quicker today than ever before. Today is the golden age of opportunity.

Henry L. Doherty was unable to acquire a college education. He secured his education literally out of a "gas catalog." Yet before he was forty he was the inventor of processes and apparatus requiring the greatest technical skill. When he quit selling newspapers he got a job in a gas works at Columbus, O., and there by the coke furnaces and retorts he pored over his gas catalogs learning to blend theory with practice. He saw coal turning into gas, and gas into power and heat and he saw that all the heat came from the bowels of the earth. It fired his imagination and made him anxious to do great things.

After success had come to him he did not buy a place on the Hudson, a brownstone front on Fifth Avenue, or an apartment on the Drive. He selected his home down among the poor of New York. His home is on the second floor of an old tenement house across from Fraunce's Tavern, where Washington bade farewell to his troops.

He has converted it into a fine home. The floors are of polished hard wood, there are rare art treasures, bric-a-brac picked up in his travels over Europe, fine tapestries and in the living room is a huge pipe organ. All about him are the simple workers of the workaday world—mechanics, longshoremen and the like.

He selected his home because of its quiet and because of its nearness to his office at 60 Wall Street. Below Fulton Street after 5 o'clock when the hum of traffic has dropped to a lullabidid drone is one of the most delightful spots in New York. Fresh, cool breezes sweep up from the harbor. Only the chimes of Trinity and the click of the night watchmen's heels guarding the nation's hoards disturb the still night air.

Doherty is simple in his tastes. He loves the real workers. He does not even own an automobile and his only servant is a young colored man who does his cooking, housework and other chores. All his life he has made work his great pleasure and has learned to eliminate worry. In the evening he may be found at one of the charity hospitals in which he is interested, playing checkers with the young internes, or he may be over at the fire station house

swapping yarns with the boys. He never owns more than two or three suits of clothes and sometimes his negro servant has to take the initiative and throw a necktie he has been wearing away because it is so frayed.

To Mr. Doherty business is a fascinating game. When he tires of a hard job he finishes it and tries to get something more difficult. His philosophy of life is interesting and is made up of what might be called Dohertygrams: Think straight and clear.

Make a game out of your work.

By force of will make your work yield pleasure to you.

Good humor is absolutely essential to good mental health.

The man who is opinionated or ill-tempered or prejudiced does not try to think straight, but seeks only evidence to bear out his already formed opinions.

Get a man to believe in you, get the public to think a certain way, and you have unloosed a dynamo of power.

Given the will to learn, life and industry are better than all the colleges in Christendom.

Never fight corporations. Harness them to public service.

Never give orders—give instructions.

Never quarrel with the public—show them.

The valuable man in this world is the one who can do what the great army of men cannot do.

The greatest dividend in human life is happiness.

When a business enterprise starts out, it should always be with the idea of making a greater contribution to the public than the profits it may derive.

I believe that brains do not count so much as inspiration and the determination to do things.



Henry L. Doherty, who started out as a newsboy and went through the University of Experience, Work, Study and Hard Knocks to win a high degree of success.

## The Wonderful Story of Florida

(Continued from page 768)

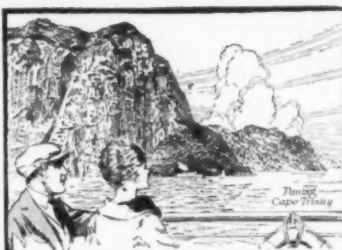
in Florida matters. I expect the development in Florida would astonish me if I should go down again, as transportation matters were very crude in 1860, which was my last visit to Florida. That was before slavery was abolished.

I attended a most sumptuous banquet at Orange Mills, above Jacksonville on the St. John's River. The host was a great lumber manufacturer and his wife was one of the Spanish grandees and on his table was a gold and silver plate of several generations, the most expensive layout I ever attended—before or since. I remember she had twenty-four guests and each guest had the exclusive services of one negro behind the chair. The banquet commenced at 4:00 o'clock in the afternoon with the curtains drawn and the banquet table lighted with candelabras.

It only lasted four hours but was very brilliant while it did last. I was a young fellow then and felt very much disappointed when the banquet broke up and all the ladies withdrew to the parlor and amused themselves with the harp and other musical instruments and with singing, while all the men remained in the dining room and two old gray-headed coons mixed up the hot drinks before an open fire and a crane.

I remember one particular matter: each guest had a number on his back in chalk, corresponding with the room he was expected to occupy after he fell off his seat so drunk that two negroes would have to carry him up to his room. A gentleman from Baltimore and myself were the only survivors at 2:00

(Continued on page 774)



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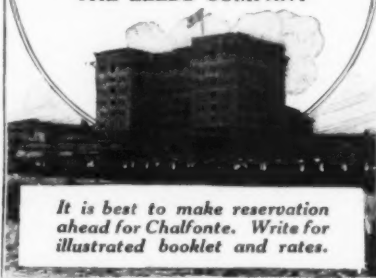
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## Smashing One German Lie

Continued from page 756

be effective. If this had been done, much criticism and propaganda would have been squashed in advance. But we did not so do, and we gave German propaganda its chance.

This is one thing that we never seem to learn: German propaganda is the one really clever and brilliant feature of the war. We Americans decided along with the rest of the world in 1914 that the German mind was stupid in understanding the intelligence and heart (or psychology) of other peoples. That delusion has once or twice come close to losing the war (citing the cases of Russia and Italy for proof) and it still persists. In encouraging other nations to go on thinking that they are dense, the Germans have launched a smoke screen for their insidious methods quite incalculable in value.

The brains behind German propaganda saw a possible vantage in the situation of the overwhelming French enthusiasm for the Americans in the fact that we could not possibly make good for many long, trying months. Their agents, under instruction, bided their time until they sensed the first sign of natural reaction from that engulfing enthusiasm. There have been a number of these agents unmasked so that we know without speculation how they proceeded. These agents move about in all stations of life. There have been hawkers and scissors grinders. There have been men in high social and political circles. They supply the cleverest of phrases. Think of what they did in Russia! I learned from experience in 1916 with the Russian armies that the words: "England will fight to the last drop of Russian blood," were as potent in destroying the *moujik* morale as was ever mere war weariness. Between allies with conflicting small interests and with natural differences in temperament and traditions there is always the opportunity to start rumors of distrust.

The second chance for German propaganda as it affected our soldiers had to do with economics. It is true that the necessity of America's buying in France for the maintenance of our troops, together with the somewhat reckless spending by the men living on higher pay than the French, has tended to force prices up. All over France I have learned by conversations with farmers and workmen that this fact has had ample circulation. Also there has been the persistent story that Yankee shrewdness is out to bleed France in big financial transactions, and that a few troops were sent as a blind to hide this pirating. Fortunately there have been too many French families helped by the Red Cross, with the consequent heartening of the soldier fathers at the front, for tale-telling about our rampant cupidity to gain much ground.

It would be possible to recount other slanderous rumors, all cleverly and insidiously instigated, which have had, or are having, their day. This same campaign of propaganda has been waged against the English in France, and against France in England, with variations to give plausibility.

The lie, however, which was the most scandalous and the hardest to bear concerned the courage of our men. There were even Americans, some of them being of the American colony in Paris which before the war had more or less expatriated itself, who were so doubtful of Americanism that they credited and repeated in bated whispers these aspersions. It is almost impossible to trace down and expose such lies. The final extension of the rumor was that our men were always stampeding in panic whenever they were introduced to the French or British trenches. In November, 1917, for the first time our men were introduced to a sector of the

Continued on page 774

*"Where am I going to be 10 years from now?"*

Every thinking man should look certain fundamental facts straight in the face.

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She was young and charming, and her name appeared in the *Almanach de Gotha*. But if her coat-of-arms was very old, her income was very modest.

She was standing in rapture before the showcase of a Russian fur dealer, but the price of the coveted sable filled her with visible despair. As he watched her he thought he saw his opportunity. Would not Madame accept from him this sable skin as a gift? "Are you in earnest?" she asked in startled surprise. "Fully," he replied. The young woman regarded him with a peculiar smile: "Very well," she answered, then naming certain conditions.

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## Smashing One German Lie

Continued from page 773

French lines. When the Germans learned of their presence they were suddenly belted in by a barrage fire. Several were killed and wounded and several of them were carried off as prisoners in the German raid which followed up the barrage. Obviously reinforcements and artillery support had to come to their rescue, as would have to be the program in any similar sudden raid. Further, it was obvious that the support had to be French. They were in the French lines. This incident gave the chance for the entering wedge of the whisper, "The French had to come to the rescue of the Americans!" This was repeated over and over again everywhere. Naturally from November on there have been many Americans at different times linked in with the British or French. We have had our younger officers under both French and British instruction. The lie has been that the Americans were failing to stand up under the merciless rain of high explosives, gas attacks, and all the other interruptions to safety of life.

It is a known fact that every army of Europe has had the experience of having new and inexperienced troops get shaky under their first exposure. There is too much imagination mixed in with the first round to permit calm doggedness to settle down forthwith. No one had the nerve to come out openly and say when and where it was that our boys turned and ran in panic. Without any heralding of the facts, up and down the line our men were getting hearty recognition from the English and French veterans for their coolness.

This lie was mighty hard to put up with, but there was little to do except to be patient and to wait for vindication in future truth. In the meantime the men were enduring eight months of mud with nothing on except monotonous work, and with little recreation except to talk about the war. It is plain barnyard psychology, but we all know that when a man has a big job ahead of him and then has an over amount of time to think about it, he inevitably begins to turn over in his mind doubts concerning his ability to carry it through. Our men talked so much about the Hun and his exploits that after a time their concept of the German soldier began to grow into a super-man, something akin to the Boche popular conception of Hindenburg. The boys now label this one-time super respect for the super-Hun "the myth." They say that this myth was created by their own talk and imagination, but as a matter-of-fact German inspired propaganda was not entirely lacking in its creation. One of the foremost efforts in France of German propaganda has been to create the idea that Germany cannot be beaten—to impress on the people's mind that German unbeatability is as much a truth as that three and one make four. This is the *defeatism* campaign which has been such a thorn to the Allied leaders who have vision. What the Allies need is some clever phrase-maker of their own. The battle-cry of "Ils ne passeront pas!" (They shall not pass!) played so powerful a part

in the stimulation of the poilus at Verdun that even the shaky politicians in the extreme rear had to recognize the sentiment.

It was after these months of waiting for their chance that the American vanguard entered for the first time their own trenches. Forthwith the super-man launched that first gas attack. There were sixty-six casualties—a mere minor engagement if you wish. But the Americans who were in those trenches had become veterans.

A young artillery officer who saw the gas from his post told me about it. The substance of his straightforward account was that our men knew their duty and did it.

Two nights later the Germans staged their second show. It was a full-fledged, carefully organized raid, preceded by a heavy artillery preparation. The super-man wave came across, No Man's Land. It swept over our destroyed barbed wire. With a super-man, *Gott mit uns*, shout they were in the American lines. But they met the wildcat. It was hand to hand work with cold steel and sputtering, bursting grenades. I've talked with some of the boys who were in that *mêlée*, and with some that were lying wounded in the hospital. I'll only quote the nurses who said that one and all they were asking to get back to the farthest front.

This then was American graduation week. There isn't one American among those who met that shock attack but who knows that the German super-man can be beaten! The defeatist cry is dead. The Tommy says, "No Man's Land is our land!" Tommy will have to share those acres with his Yankee brothers.

Our Yanks are laughing to-day among themselves about their myth of the super-man. There is nothing arrogant about this. There is no boasting. It's just the cold experience of knowing. "We can lick the super-Huns and we know it!"

The Americans followed the Boche raid with a raid of their own—but it was somewhat different. M. Clemenceau, the French Premier, came to the lines and reviewed the battalion. He gave the Croix de Guerre to several of the officers and men. Perhaps as an example of what they could do in offense as well as defense, our batteries that night laid down as pretty and well-executed a barrage as anyone could care to see. Sometimes war has grim humor and sometimes it has a comic side. Our men staged their show according to the best traditions. They went over the top into the darkness. They went through the enemy wire. They entered the first-line trenches, and they went into the second line. But they didn't find a single German there waiting either to fight or to be captured. If Fritz's absence was meant for a German joke, it was a good one even if made in Germany. Our men made themselves as much at home in the absence of their hosts as was convenient. Then, having nothing else to do, the officers thought it was time to go home. The men wanted to stay longer and go farther. Sometime they will perhaps make a longer stay.

## The Wonderful Story of Florida

Continued from page 772

o'clock in the morning; we could walk up, I remember filling one of the old-fashioned rubber spittoons, twelve inches in diameter, with the rum I did not drink. I had to use considerable art to cover up the fact that I was not swallowing all this rum, but very soon the company could not tell whether you were drinking or sleeping. It was supposed that my Baltimore friend had hollow legs so that his rum was stored in a safe place; at any rate, he did not show intoxication, after four or five hours of hot drinks. The next morning at 10:00 o'clock we were invited to a cock fight.

This exemplified the hospitality of the Southern planter before the war. However, I made some extensive trades with my host in lumber which he was manufacturing and which he wanted to turn into gold in the winter of 1860 while they were preparing for war. With all the martial talk I listened to and all the talk of secession, I wrote a number of letters home to Boston, predicting there

never would be any war and that the North would never fight the South over the negroes, but I was as much mistaken as Secretary Seward was, who made the same prediction.

I remember, in landing from a steamboat at the pier at Orange Mills, I saw my first orange tree and I made a rush to get a couple of oranges growing on their native heath. Much to my surprise they were so bitter that I had to throw them away. It seems they were natural fruit that had never been grafted. When I reached my host's office, he had some fine specimens of Florida oranges that were a feast to me. There was an old darkey once who wrote to his sweetheart: "If you don't care to read this letter, you can omit the last half."

Evidently the re-discovery of Florida has been making progress since the outbreak of the war between the States.

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## Christianity at Cantonments

By CHARLTON BATES STRAYER

IF I were asked the biggest piece of religious and social work going on in the world today I should feel compelled to name the Y. M. C. A. This war has given the Y. M. C. A. its greatest opportunity. Fortunately it found it equipped for just the sort of work needed, whether by an army fighting at the front or training at a cantonment. There is no other man more approachable by the private soldier than the man with the Red Triangle on his coat sleeve, and no other door that swings open so hospitably as the door of the "Y. M." hut. Always a friend of the Y. M. C. A. and its many-sided activities, a week of speaking in its service at Camp Dix, N. J., and of doing my turn at the counter have made me enthusiastic over the contribution it is making towards winning the war. For if morale bulks large in an army's efficiency then everything the Y. M. C. A. does is a contribution to the nation's fighting forces.

After I had spoken one evening at the Y. M. C. A. hut, the secretary in charge of the meeting conducted an open forum on the subject "The Best and Worst Things in Camp." As he expected, the "Y. M." was accorded first place. A few of the reasons given are worth mentioning: "It is like a home"; "Gives you a place to meet your friends"; "A place to sit down without sitting on a cot"; "Good meeting"; "Something to read and a place to read"; "Without the Y. M. C. A. the men would go crazy." Whether the last is literally true or not, there is no doubt that the men would be lost in their leisure time without it, that they would fall the more easy victims to home-sickness, and that the moral and social life of the men would not reach the high standards it has maintained in the American army.

The daily program in a Y. M. C. A. hut begins with serving the counter at about 8:30 A. M., and continues until taps. This means selling stamps and postal cards, weighing parcel post packages, delivering mail, furnishing free of charge writing paper, wrapping paper, twine, books, athletic equipment, drawing wills and giving advice and help of every sort imaginable. Leading professional and business men are engaged in this prosaic work, the routine of which could be done by any ten-dollar-a-week clerk. Performed by the class of men who have volunteered for the war work of the Y. M. C. A. and under the moral and social atmosphere of the cantonment, the service at the counter gives the opportunity for splendid work in character development. When the men are banked three and four deep, as is the case at certain hours, there is little opportunity for anything beyond a mechanical supplying of their wants, but when the crowd dwindles, many a fellow is just waiting for a few moments of intimate talk.

Here is where the "Y. M." secretary has an advantage over the army chaplain. The secretary is a civilian; the chaplain an officer, and though the latter may be the best of mixers he cannot throw off altogether official dignity. Nor can the private put aside altogether the feeling of awe toward an officer. Between the soldier and the secretary there is not the slightest barrier, and if the secretary is the right sort of man with a fair knowledge of human nature, there are no limits upon his helpfulness. There is a place for the chaplain and the Y. M. C. A. secretary in the army, as in civil life. Each can do certain essential things that the other cannot, and they should work together in closest harmony.

Every evening there is something special going on in every Y. M. C. A. building—a movie entertainment, special speaker or religious service. At least one religious service during the week and two on Sunday is the general rule. The best message

is a straight-from-the-shoulder talk that combines the religious and war notes. The men don't want to be preached to in the usual way, but they do need to have religion interpreted to them in the light of the war, and to have the war explained to them in the light of religion. It is a very human lot of men you find at the cantonment, gathered by the selective draft from all classes and ranks. Some of them are better fed, better housed, better treated and with more educational advantages than they have ever had before. But from whatever ranks they come, if there is any strengthening or comforting power in religion, these men need it. And the Y. M. C. A. is giving it to them. Mother's Day at the camps gave a unique opportunity for moral and spiritual impression, especially among that large class of men who were soon to start overseas. Rarely have I witnessed a more impressive scene than at one of the Y. M. C. A. huts at Camp Dix when the entire audience arose as one man at the close of the service in a prayer of dedication to their mother's God, in the service of country.

The Y. M. C. A. at the cantonment is the Christian church, without any trace of denominationalism, serving man. At the hut where I stopped the Christian Scientists held a service once a week, the Jewish Welfare Worker had one of the best rooms for sleeping quarters and office, the Jewish chaplain conducted a class in French under the auspices of the educational secretary, while Roman Catholics were served as freely and fully at the K. of C. building on the other side of the parade ground.

I have only suggested a few of the ways in which the Y. M. C. A. is serving our men in the training camps. When they leave camp on the first lap of the journey across seas the Red Triangle man leaves with them, whatever the hour of night, to supply them with paper, stamps, to take last messages and render any other service a friend might render. Over there, the work of the Y. M. C. A. is another story, more intense, grappling at closer range man's elemental needs, but ministering in the Master's name to the body, mind and spirit.

### Why Hoover Is an Expert

WHEN Herbert Hoover accepted office as America's Food Administrator he expressed the private belief that popular impatience, born of a curtailment of personal liberties would compel the Government to shelve him within a year. In this particular instance Mr. Hoover's judgment erred. He has made himself and his important department thoroughly respected, but he has not brought anathemas upon his head. The obvious explanation is that the people of the United States are convinced that the Food Administrator understands his job. That belief is well warranted. His record in Belgium and northern France made his appointment to his present position almost inevitable. But his experiences in feeding the hungry go much further back. Early in his exceedingly active career he directed the operation of the Kystin iron mines in Siberia. Nature was unkind to that particular region. Famines swept it almost every other year. And during these visitations the people died like flies. Hoover came to their rescue with a scheme that was both philanthropic and utilitarian. When the lean times arrived he took the population of the entire country, a district about the size of Belgium, and containing more than 150,000 souls, into the mines. They earned enough money in the famine period to pay for imported food and gravitated back to their pastoral habits when the next era of plenty dawned. Incidentally, the output of the mines increased tremendously during the hunger pinches.



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## Jasper's Hints to Money-Makers



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**FESTUS J. WADE**  
President of the Mercantile Trust Company and of the Mercantile National Bank of St. Louis, Mo., and one of the most prominent bankers in the country, who has been elected a director of the Metropolitan Life Insurance Company.



FORBES

**G. W. NELSON**  
Formerly assistant to Hazen J. Titus, Superintendent of Dining Car Service of the Northern Pacific Railway, who has just succeeded Mr. Titus in that position and who hopes to restore the famous big potato to the dining car service next fall.



WINTERS

**JOSEPH G. BROWN**  
President of the Citizens' National Bank of Raleigh, N. C., and of the Raleigh Savings Bank & Trust Company, one of the South's influential bankers. He is president of the Tennessee Southern Railroad and of the trustees of Trinity College.

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IT has been said that "a fool is born every minute." Perhaps this is so. But during the Liberty Loan drive a score of investors was born every second.

Does the stock market's sudden exuberance reflect in some degree the installation of from sixteen to eighteen million new investors in the ranks of our security buyers? Beyond question many are buying bonds today who never bought them before. They have learned how to buy securities. They have learned that a good bond will work for its owner day and night and accumulate interest while he sleeps.

Having learned this fact they are eager to learn more, so they are delving into the realm of speculation. Every American is a natural-born speculator, as well as a liberal spender. He likes a game of chance and enjoys a game of skill. It is baseball and horse racing during the day and bridge or poker at night.

It may be too early for the market to estimate the influence of this army of new investors, developed by the Liberty Loan crusades, but the fact remains that we have had a wonderful addition to the list of bond buyers and it only remains for dealers in securities to show to these new customers the attractions and opportunities of investment in Wall Street.

Months ago I said that the market was in a sold-out condition and that those who picked up attractive securities on reactions, regardless of tips to the contrary, would be rewarded for their patience and pluck. A sold-out market is usually ready for an advance. Stagnation is not the natural condition of the stock market. It must move either up or down.

After a long ebb tide, the time had come for the flow to begin. It began just as soon as the Liberty Loan was out of the way. The rise was chiefly noticeable in the industrials because of the uncertain condition of the railways. It will come in the latter if the Government treats the railways as they

deserve. It is now in the power of the Government to rectify the injustice which it permitted railroad security holders to suffer so long, by the refusal of the Interstate Commerce Commission to grant increases of rates required to meet the increased cost of labor and material.

The Government has learned by practical experience, during the first three months of its control of the railroads, what it should have learned years ago. During these three months the loss on the operation of the railroads, under governmental control, has reached the formidable figure of \$100,000,000. On top of this comes a proposed wage increase of \$300,000,000, \$150,000,000 more for coal and \$300,000,000 for replacements, improvements and extensions. Under such conditions there is only one thing to do and that is to increase the charges for freight and passengers. Accordingly an increase of 25 per cent. is being talked about.

If Mr. McAdoo decides that this increase shall be made, it will be made and it is certainly justified. Yet think how the Interstate Commerce Commission hesitated to grant as small an increase as 10 per cent., when the railroads sought it under conditions quite as distressing as they are today. Had a reasonable increase been granted at that time the railroads would have been in prime condition to handle the business of the country and of the Government and all the heatless days and the suffering of last winter would have been avoided. That was a bitter lesson taught the American people in the school of experience.

If the Administration at Washington would lend constructive aid to the situation, it might impress upon the Federal Trade Commission also the need of changing its tactics. I referred last week to the charges made against a number of prominent industrial concerns by this Commission at the very time when the Depart-



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ment of Justice was taking its hands off of them. But the destructive work continues. The latest victim is the American Can Company which is charged with discriminating in price and trying to stifle competition. No complaint by any customer of the company has ever been heard, but the Department of Justice, in its eager pursuit of notoriety, charges these violations of the Clayton act while the company is doing its best to sustain the Government, not only by the payment of heavy taxes, but also by the fabrication of war material that the Government urgently needs. How Germany must rejoice over the supineness and folly of some of our public officials!

The rise in the stock market found its justification in its over-sold condition, the improved outlook for the crops, the general prosperity of the whole country and the enormous increase in our natural wealth from field, farm and mine and from the all-prevailing belief that in the end Germany must be defeated.

The rise was abundantly justified in securities whose earnings indicate abnormal profits and possibilities of extra distributions to shareholders. I have called attention to these more than once and advised my readers to carefully notice the official reports of the earnings of such corporations. A much better idea of stock market values can thus be obtained than from following the tips of interested parties or from guessing at the possibilities of the future.

It must be borne in mind that on every advance there must be liquidation and profit taking on the inside and that a profit is always the safest thing to take.

K., PHILA., PA.: As Union Bag & Paper is paying liberal dividends the stock is excellent to hold and to accumulate.

L., CHICAGO, ILL.: Changing conditions might affect the relative value of C. & O. and R. I. pfd. You might divide your several thousand dollars between them.

M., MONTGOMERY, ALA.: C. F. & I. paid 3 per cent. last year and earned five times that figure. It is a Rockefeller property and the stock looks cheap around 40.

K., MEDINA, OHIO: Aetna Explosives Company has been prospering, and though it has not resumed dividends on common, that stock was entitled to sell higher. The recent advance may have discounted the immediate future. Big Ledge is quoted at about 75 cents. Its prospects are dubious.

K., ROCHESTER, N. Y.: Nothing is more uncertain at present than Alaska Gold. It has become a gamble. Success's property seems to have been exhausted. It no longer pays dividends. Goldfield Con., formerly a dividend payer, and now selling at 1-10th of par, is a poor purchase. One share of a good dividend payer is more desirable and profitable than many shares of cheap gambles.

B., NEW ALEXANDRIA, PENN.: When the Peoples Gas Company asked for permission to increase rates, one of its officials said that unless this were done earnings in 1918 would run \$900,000 short of bond interest. The authorities have refused to grant higher rates. If the company must return \$10,000,000 overcharges to customers, its surplus will be nearly exhausted. The company's future seems to depend on more liberal treatment by the powers that be.

R., BUFFALO, N. Y.: In your list of stocks the best, both for investment and speculation, are Anglo-American and White Motors. Cosden and Sapulpa are well regarded low-priced, dividend paying oil stocks, and Willys-Overland is making a fair return on market price. Colonial Oil, of the Standard Oil group, is winding up its affairs and going out of business. A cheap-stock concern with a similar name was lately incorporated in Oklahoma. Its shares are a gamble.

H., LOUISVILLE, KY.: By one with \$700 to invest in bonds maturing in 1919 or 1920, that are safe, and yield a good rate of interest, the following might be considered: United Kingdom of Great Britain & Ireland 5½'s, American Foreign Securities Company 5's, Anglo-French 5's. The following short-term notes also are desirable: Westinghouse 6's, Beth. Steel 5's, Am. Tel. & Tel. 6's, Del. & Hud. 5's, Gen. Electric 6's, and Procter & Gamble 7's.

B., AKRON, OHIO: The rubber stocks you name are those of strong and prosperous companies. Goodrich common's par is \$100, dividend 4 per cent.; Goodrich pfd., \$100, dividend 7 per cent. cum. Firestone common's par is \$10, dividend 40 per cent.; pfd., \$100, dividend 6 per cent. cum. Among the best industrials are American Woolen pfd., American Smelting pfd., Corn Products pfd., Union Bag & Paper, Beth. Steel 8 per cent. pfd., U. S. Rubber first pfd., and U. S. Steel pfd. Among the most desirable railroad stocks are Atchison, U. P., S. P., Norf. & Western and Great Northern pfd.

M., BOSTON, MASS.: You can invest your \$1,000 profitably in such bonds as United Kingdom of Great Britain and Ireland 5½'s; American Foreign Securities Company 5's; Anglo-French 5's; St. Paul conv. 5's; N. Y. C. conv. deb. 6's; Seaboard Air Line first con.; U. S. Rubber first 5's; or Union Pacific conv. 4's. All of these yield, on present market price, more than your requirement of 6 per cent. Peace securities will include the best railroads and industrials, the preferred stocks paying and

earning good dividends like U. P., Atchison, Corn Products, etc. The Liberty Bonds contain a clause, which you can read, explaining why they carry only a part of the coupons to which they are entitled. If you register your bonds you protect them against loss and theft.

L., BEAUMONT, TEXAS: For a self-supporting investor with \$1,000, the first thought should be security. This can be found in the highest grade of investments yielding about 5 per cent., such, for instance, as Northern Pacific R. R. prior lien 4's, So. Pac. R. R. first ref. 4's, Oregon-Wash. R. R. & Nav. Co. first and ref. 4's, Montana Power first and ref. 5's, U. S. Steel s. f. 5's. There is a speculative element in securities with higher yields, such as Beth. Steel 8 per cent. pfd., American Woolen pfd., Corn Products pfd., U. S. Steel pfd., U. P. pfd., and Atchison pfd., though these seem safe at this time. French Cities 6's and Sinclair Oil notes are reasonably safe, but the railroad bonds you mention are rather too speculative for a man of your means.

New York, May 25, 1918.

JASPER.

### Free Booklets for Investors

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It is highly important for an investor to get a right line on prices. Great help in doing this is given by Babson Reports, which discount disturbing factors and forecast commodity quotations. Particulars furnished free on application to Dept. K-16 of Babson's Statistical Organization, Wellesley Hills, Mass.

First mortgage 6 per cent. serial bonds, in denominations of \$100 to \$5,000, secured by the Real Estate Exchange Building, Detroit, are being distributed by the Federal Bond & Mortgage Company, 90 E. Griswold Street, Detroit, Mich. The company will dispatch to any address its booklet "A Buyer's Guide To Good Investment."

The investor is always forced to consider the question of how and when to invest. Guidance on this line may be found in "Investment Opportunities," a fortnightly publication which tells "when," and a copyrighted booklet, "The Twenty Payment Plan," which tells "how." Both are helpful and will be supplied on request for 66-D to Slattery & Co., Inc., 40 Exchange Place, New York.

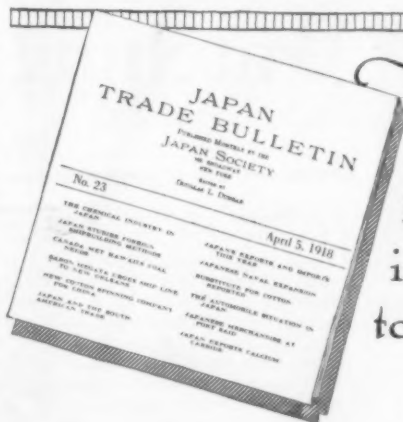
Those who seek to offset the low interest rate of their Liberty Bonds with a higher yield may find a good investment in the first mortgage serial bonds safeguarded under the Straus plan. These yield 6 per cent. and mature in two to ten years. Literature describing the bonds may be had by writing for circular No. E-803 to S. W. Straus & Co., 150 Broadway, New York, or Straus Building, Chicago.

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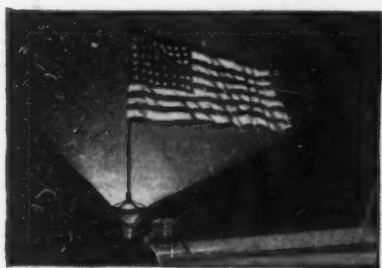
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Continued from page 770

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# Watching the Nation's Business

By THOMAS F. LOGAN,

LESLIE'S WEEKLY Bureau, Washington, D. C.

### Seeking an Airship Goat

HOWARD COFFIN, former Chairman of the Aircraft Board, displayed sound judgment when he asked President Wilson for an investigation of the aerial program by the Department of Justice. Mr. Coffin insists that the good names of everyone concerned in the task of building an air navy have been blackened by insinuations. Recent discussions in the United States Senate and the sensational developments in the Gutzon Borglum case support this contention. Mr. Coffin has suffered more than any other official, quite unjustly. It may be true that he gave too much attention to the technical features of airship building and too little to industrial organization, but it must not be forgotten that he is a technical man. He is conscientious and tremendously in earnest, but he was terribly handicapped by dual authority and conflicting orders. It was the obvious unfairness of the position in which he was placed that resulted in the reorganization of the Aircraft Board, making it independent of any other Government department and giving John D. Ryan powers that have seldom been enjoyed by a Government official. The President delved very deeply into the airship muddle. It was very largely a result of his own conclusions that persuaded the President to grant Mr. Coffin's request for an investigation by the Department of Justice.

### The Truth About Airplanes

The aircraft question has inspired more foolish talk than any other phase of America's war activities. Unfortunately for themselves, Secretary Baker and others permitted absurdly optimistic statements about the aerial program to reach the public. There is no excuse however, for malicious misstatements. Anyone with even a minimum amount of common sense should know perfectly well that the \$640,000,000 appropriated by Congress for airships has not gone to waste. A great deal of the appropriation hasn't been spent. A large amount has gone into training fields and cantonments for aviators and mechanics. A considerable sum was devoted to experimentation and to the actual construction of training planes and Liberty and other motors. The Wright-Martin factory is building a very successful and much-needed foreign-patented motor for battleplanes, just as the heads of this concern have suggested from the beginning should be done. The Curtiss plant at Buffalo has produced a majority of all the training planes now in use in this country and the Curtiss factory at Elmira is turning out a very large number of thoroughly satisfactory motors for the

training planes. This big factory can be easily adapted to the building of foreign-type motors for battleplanes, or a modified Liberty Motor which disinterested experts hope may overcome objections to the Liberty as a driving power for machines that must climb to great altitudes. The airplane muddle is decidedly not as bad as sensation-mongers have insisted.

### An Oil Famine Predicted

Secretary Franklin K. Lane is not an alarmist. And he knows more about the natural resources of the United States than any other Government official. Therefore, his unqualified statement that America is facing an oil famine should have instant and serious consideration. Mr. Lane declares that ships, railroads and war industries will be unable to obtain liquid fuel after July 1 if Congress fails to take prompt action to avert the threatened shortage. The Secretary of the Interior is refreshingly direct in his discussion of the problem and the means he urges as a solution. His remedy is simple. He wishes legislation that will stimulate tremendously the production of oil. Mr. Lane favors the quickest and most direct plan to get unlimited quantities of oil into circulation this summer. He urges immediate action on a bill now before the Public Lands Committee of the House, under the terms of which the Government would throw open all oil-producing public lands to development on a basis of royalty payments to the Government. This is a matter that demands Congressional action in time to avert a famine.

### The Value of Big Business

Big business has ceased to be a bugbear. America's captains of industry are now playing important roles in the fight against Germany. The announcement that the United States Steel Corporation would build and operate in the interior of the country one of the largest big-gun factories in the world is the latest evidence that the value of powerful corporations is now thoroughly appreciated. A former member of the banking house of J. P. Morgan and Company has become the most important Assistant Secretary of War the nation has ever known. The head of the so-called "Steel Trust" is speeding up ship construction. A "Copper King" has been entrusted with the task of saving the airplane program. A Wall Street magnate now controls life and death powers over the industries of the United States. Under a tacit understanding that amounts to a temporary repeal of the Sherman anti-trust law, the railroads, the Steel Corporation, the meat packers, the Standard Oil

and every other big corporation that was once the target of the muck-rakers are now working like a tremendously powerful, smooth-running machine for the United States Government. It is fortunate for America that these pet aversions of the populists were ready for the call when the United States was forced into a life and death struggle with the Hun. Moreover, the advantage of these great corporations in the exigencies of war will be equally potent in the wars of commerce and trade that, inevitably, will follow the defeat of Germany. The much-abused "trusts" gave America commercial supremacy against the competition of the world when the United States was not a first-class world power. They will protect this country when the bitterest fight for trade supremacy the world has ever known is launched.

### Congress Is Coming Back

The legislative branch of the Government is coming back into its own, very largely through the aggressive, but tactful, insistence of the Senate Committee on Military Affairs that the upper house must have a voice in the conduct of the war. Senator Chamberlain, the Chairman of the Committee, has offered a resolution that would empower the Committee to continue its investigations of war activities during the Congressional recess this summer. The adoption of this resolution would keep in Washington a close check on the administrative branch of the Government as well as a very intelligent organization for the formulation of war plans. The Senate Military Affairs Committee has done more to speed up the war against Germany than all other departments of Congress combined. It is in the confidence of the War Department and applies constructive criticism to war plans. The Committee's demand for a ministry of munitions resulted in the arrangement that makes Assistant Secretary Stettinius, Chairman Baruch, Maj. Gen. Goethals and important officers of the Ordnance Department an effective Department of Munitions. The Senate Military Affairs Committee demanded a radical reorganization of the Aircraft Board, and the appointment of John D. Ryan, with real powers, resulted. It is due to the Senate Military Affairs Committee that the artillery program has been enlarged and innumerable other important steps have been taken. Five members of the Committee have led the fight to make it a real factor in the conduct of the war. They are Chamberlain, Hitchcock, Thomas, Wadsworth and Weeks. Their names will figure prominently in war news from Washington during the next few months.

## Shows in New York

ATTRACTIONS TO WHICH YOU MAY SAFELY TAKE YOUR DAUGHTER

Actor	Rock-a-Bye Baby	"Baby-Mine" to music	Liberty	Going Up	Amusing farce and music
Aeolian Hall	Concerts	Leading artists in recitals	Lyceum	Tiger Rose	Melodrama in true Belasco style
Belasco	Polly with a Past	Clever comedy	Miller	A Marriage of Convenience	Billie Burke in revival
Bijou	A Pair of Petticoats	English wit	Morocco	Lombardi, Ltd.	Lively comedy about a designer of gowns
Booth	Seventeen	Tarkington's story dramatized	New Amsterdam	The Rainbow Girl	Bright operetta
Broadhurst	Maytime	Charming romance	Park	Seven Days' Leave	Exciting war melodrama
Carnegie Hall	Concerts	Music by leading organizations and soloists	Playhouse	The Little Teacher	Comedy with heart appeal
Casino	Fancy Free	Lively musical show	Plymouth	A Doll's House	Nazimova in Ibsen drama
Cohan	The Kiss Burglar	Light musical show	Princes	Oh, Lady, Lady!	Lively musical show
Cohan & Harris	A Tailor-Made Man	Clever and well-acted comedy	Shubert	The Copperhead	Amazingly fine acting by Lionel Barrymore
Comedy	Washington Square Players	4 Short plays. Last offering of the season	Vanderbilt	Oh, Look!	Light musical show
Maxine Elliott	Eyes of Youth	Unusual melodrama	39th St.	A Cure for Curables	Wm. Hodge in cheerful comedy
Eltinge	Business Before Pleasure	Potash and Perlmutter, funnier than ever, as film magnates	48th St.	The Man Who Stayed at Home	Catching spies
Empire	Belinda	Ethel Barrymore in whimsical comedy			
Gaiety	Just Around the Corner	Marie Cahill in new show			
Globe	Jack O'Lantern	Fred Stone assisted by wonderfully trained chorus			
Greenwich Village	3 short plays	Varied bill			
Hudson	Nancy Lee	Comedy by Eugene Walter			

## The Graduate

She graduates, a vision fair  
In lace and mull and roses,  
Her essay covers everything  
The world has known since Moses.  
With algebra and ologies  
Her girlish brain is busy,  
Her knowledge of astronomy  
Would make Flammarion dizzy.  
  
She speaks with ease the purest Greek,  
And spouts a piece in Latin,  
And gets a neat diploma tied  
With pink or azure satin;  
Then, though upon her classic brow  
She bears the college label,  
Next in a boarding-house we find  
Her waiting on the table.

MINNA IRVING.



# "I Am Against the Postal 'Zone' Law"

Ambassador Gerard Denounces It Because  
It Would Help German Propaganda

THE newspapers and magazines of this country are the chief educational agencies of our nation, and as such of supreme importance in our principles of Government. The widest possible circulation of publications ought to be facilitated as a wise public policy.

The postal "zone" system was abolished by Abraham Lincoln in 1863 and has since been condemned by United States Postal Commissions and postal experts. Such a law was denounced by President Wilson when he was governor of New Jersey.

This postal "zone" system is dangerous to our national progress and citizenship; because it would sectionalize the country; because it would penalize readers by their accidental remoteness from the city of publication; and because it would make difficult the knowledge and achievements of American thought and patriotism.

There is a direct relationship between wide reading, accessibility of information—and effective patriotism. Reading should be encouraged—and the history of our postal development from George Washington to the present proves this. This is what George Washington said:

"But here I cannot forbear to recommend a repeal of the tax on the transportation of public prints. There is no resource so firm for the Government of the United States as the affections of the people, guided by an enlightened policy, and to this primary good nothing can conduce more than a faithful representation of public proceedings, diffused without restraint throughout the United States." (George Washington's Fifth Annual Message to Congress, December 3, 1793.)

Our postage on magazines is FOUR times the Canada rate. Our Congress has increased magazine postage by 50 to 900 per cent more through a "zone" system—and during the greatest crisis this nation has ever faced.

Canada has raised postal rates during the war on every class except newspapers and magazines. Canada recognized the vital need of widespread reading to help win the war.

Our Congress has passed a law to throttle reading during the war and after it by this postal "zone" system with 50 to 900 per cent postage increase! Demand its repeal—at once!



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AMBASSADOR JAMES W. GERARD

Ambassador Gerard said:

"Now we have to meet this German Propaganda. The war is not going to last forever—and you have seen what German Propaganda has done in Russia. These are grave dangers, and they only go to show what can happen in a country like Russia.

"Fortunately, they cannot propaganda this country as they can Russia, because we have great publications that go all over the country and have unified the whole country and the whole continent. That is why I am against the postal zone law passed in the last Congress putting an extra tax on papers sent from the cities where published.

"They forget that, whether these publications go from Philadelphia, from San Francisco, or from Chicago, it is the exchange of these papers from and to all parts of the country that makes one, universal, united America.

"They unify the sentiment, and that is worth far more in this war than the small amount of extra postage which the Government will obtain."

WIDESPREAD opportunity of reading means efficient patriotism—it is proved by facts. Could any fact be of greater significance than the following:

When the recruiting of American soldiers for this great and righteous war was begun one year ago, each State was allotted a certain quota of enlistments. One year after eight States failed to complete their quotas—and six of these are from States showing the highest percentage of illiteracy in our entire country.

	Per cent of illiteracy by last census
Arkansas.....	12%
Louisiana.....	19%
Mississippi.....	22%
North Carolina.....	18%
South Carolina.....	25%
Virginia.....	15%

In those States there is no magazine circulation to speak of.

Magazine circulations are but small in those States—every publisher's circulation list proves this. How could the ringing appeals to patriotism and sacrifice published widespread by the magazines reach the minds of those who do not read!

Read Ambassador Gerard's statement that magazines unify sentiment and make one universal, united America.

And this postal "zone" law would kill magazines and restrict their circulation in the greatest crisis that has ever confronted this nation since the American Revolution.

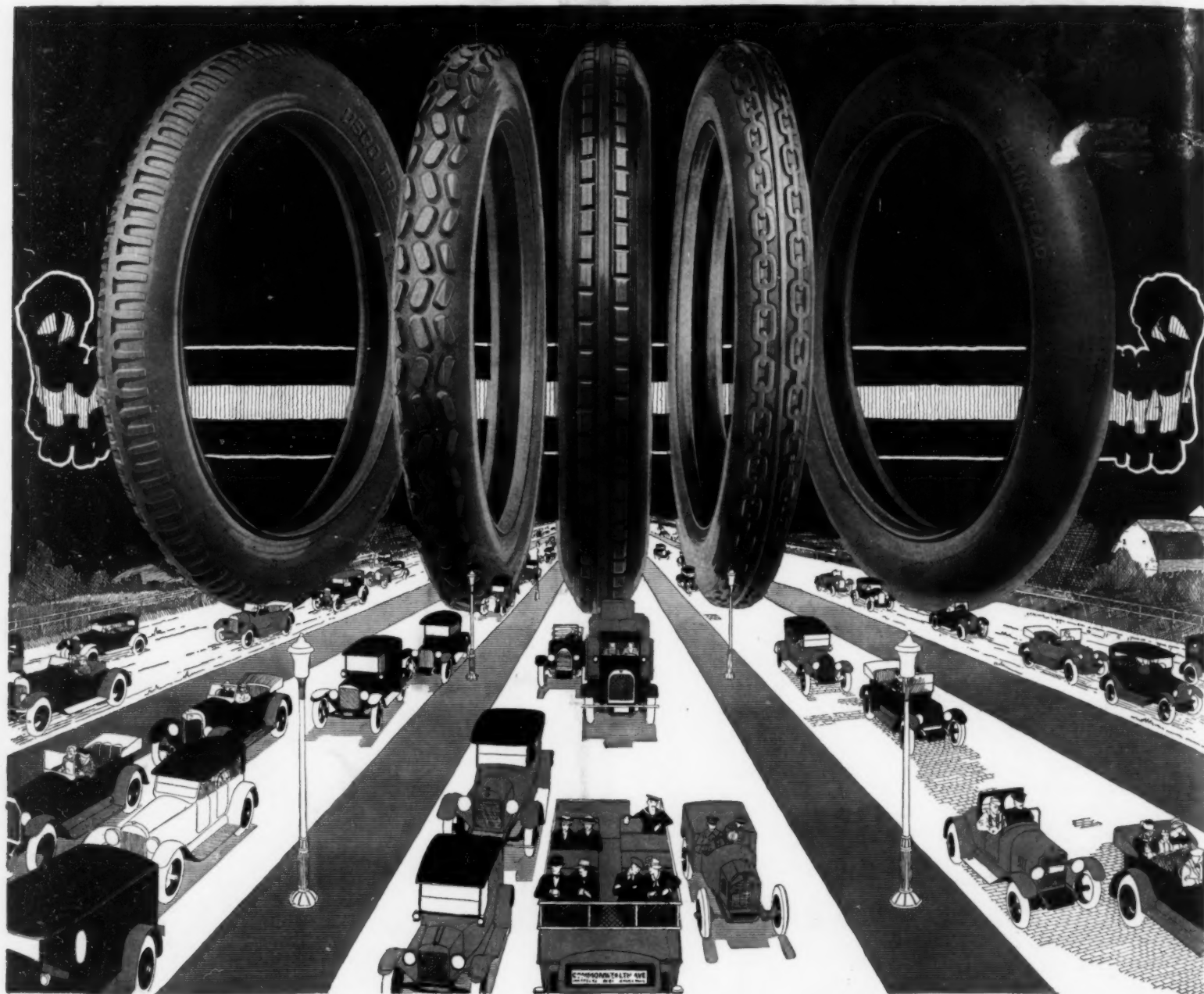
Repeal this law.

Restrict periodical reading and you aid German propaganda—read Ambassador Gerard's condemnation of this same postal "zone" law.

Oppose this law. Write to your Senators and Congressmen against this disastrous postal "zone" law and demand its repeal.

Get your friends and family to write. Circulate a petition demanding its repeal.

Read Ambassador Gerard's words once again. Enroll to fight this disastrous postal "zone" law and if you will help, you have helped—by discussion, by letters to Congress, by petition—send your name at once, to CHARLES JOHNSON POST, 200 Fifth Avenue, New York City.



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